

THE DEVELOPMENT OF CYPRUS

and Rambles in the Island
ILLUSTRATED



by

COL. FYLER.

AUTHOR OF "History of the 50th Reg^t"



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IN TROPICAL FOREST
(The red colouring is characteristic)

THE
DEVELOPMENT
OF CYPRUS,
AND RAMBLES IN THE ISLAND.

BY

COLONEL FYLER.

*Author of the "History of the 50th (the Queen's Own) Royal West
Kent Regiment."*

LATE COMMANDING THE 50TH (QUEEN'S OWN) REGIMENT.

WITH COLOURED ILLUSTRATIONS, MAPS AND
PLANS.



LONDON :

PERCY LUND, HUMPHRIES & CO., LTD.

3, AMEN CORNER, E.C.



PREFACE.

THE author hopes that the publication of this work on Cyprus will draw attention to a land that has taken no small share in the history of the world, and has witnessed the marriage of a King and Queen of England,*¹ who were also crowned King and Queen of Cyprus.

No more favourable time than the present could be found for disseminating information about an Island, which may fairly be called the outpost of the Suez Canal, for it is a time when the splendid achievements of Lord Kitchener*² have rescued a province of Egypt, and millions of human beings from a cruel and barbarous tyranny, and have made Mr. Rhodes' aspirations, for a British route from Egypt to the Cape, no longer a dream ; and when the liberal

*1.—Richard of England and Berengaria, see History of Cyprus.

*2.—Lord Kitchener went to Egypt from Cyprus, where he was employed as a Major of Engineers.

and far-seeing policy of the Colonial Minister is steadily bringing Cyprus out of the clouds of doubt that obscured her into the bright sunshine of prosperity.

Cyprus is peopled by a mixed race of Christians and Moslems and has many points of resemblance to Crete, which has so long and so seriously occupied the attention of the diplomatic world.

It is a land rich in historical associations, extending back as far as the early Scriptural days, and has a mountainous interior rich in varied and beautiful scenery, but it is so difficult of access on account of the want of good hotels, that for a time it must remain a closed book to the tourist. It is hoped, however, that the time is not far distant when a railroad will make travelling easier, and when the stream of tourists, who annually visit the Mediterranean, will extend their visits to this interesting country, which will certainly be followed by improved hotel accommodation. In this hope descriptions have been given of many points of interest, both historical and picturesque, and prospective schemes of hotel arrangements and railway routes, have been briefly alluded to

The author believes that he has succeeded in classifying much information, and perhaps in dispelling some illusions, but there is so much to be said about a country still governed by modified Turkish laws and customs, that he cannot hope to have covered all the ground; he has earnestly endeavoured to avoid anything of a political nature, feeling that the dawn of the prosperity of the Island will surely begin when all parties recognise it as a valuable and integral part of the British Empire.

He has been induced to sketch the outlines of a scheme of military and naval defence, by the remark of a prominent member of Parliament*³ (in a public address at the end of 1897) that no military man advocates the retention of the Island. Of course, from a military point of view the present position of the force there is unsatisfactory, and can only be intended for the maintenance of order.

With an improved harbour at Famagusta, and a naval force, co-operating with a military one in a strongly fortified position, no military or naval officer would, the author thinks, advocate its abandonment; of course, this is a

*3.—Sir C. Dilke, who is always listened to with attention on Colonial matters.

question of money which only a Chancellor of the Exchequer can determine. But he ventures to assert that it is so favourably placed for observation of the Suez Canal and the coast of Asia Minor, that full advantage is not taken of the possession of Cyprus, unless it is employed as a "place d'armes."

The progressive development of the commercial wealth of the Island, with a description of some of the modes of collecting taxes,*⁴ has been carefully studied, and the author is indebted to the Hon. Merton King, late Commissioner of Nicosia, for valuable assistance on this and other points. He is indebted to Lieut.-Colonel R. M. Craig, Royal Army Medical Corps, for his medical report on the climate of the Island, and for other information. He is indebted to an article in the Queen's Own Regimental paper for information on the history of the Lusignan family, etc., and also to H. B. Walters, Esq., M.A., F.S.A., and the editor of the "Architectural Review" for excellent illustrations of ancient cathedrals, etc., and for valuable architectural details.

*4.—Commercial returns are made up to the end of March, 1897, the latest date to which Government returns were available when Chapter IV. was written.

I am indebted to H.M. Stationery Department for permission to make extracts from these papers.

Numerous illustrations have been added, especially to the last chapters, which treat of the scenery of the Island, in order to bring the scenes portrayed more vividly before the reader than mere writing could do; many of these illustrations are from water colour sketches, made by the author during his sojourn in the Island, and the chief merit they claim is that they are true representations of the places depicted; owing to the great expense of reproducing them in colours, it has been found necessary, with a few exceptions, to resort to the half-tone process of photography.

The last chapter, which is devoted to a riding tour from Troodos to Famagusta, has been slightly altered from an account which the author originally published in the Queen's Own Regimental paper.

Although Cyprus is heavily handicapped by a subsidy to Turkey, while the resources of the Island are still imperfectly developed, handicapped also by the fear of its retrocession to Turkey, which has checked British enterprise and capital, yet under the fostering care of the British Government, and the able administration of its officials, it has advanced far on the road to prosperity.

Is it too much to hope that following in the footsteps of Egypt, with which it has been so long and so intimately connected, its revenue may in the near future exceed expectation, as that of Egypt has already done?

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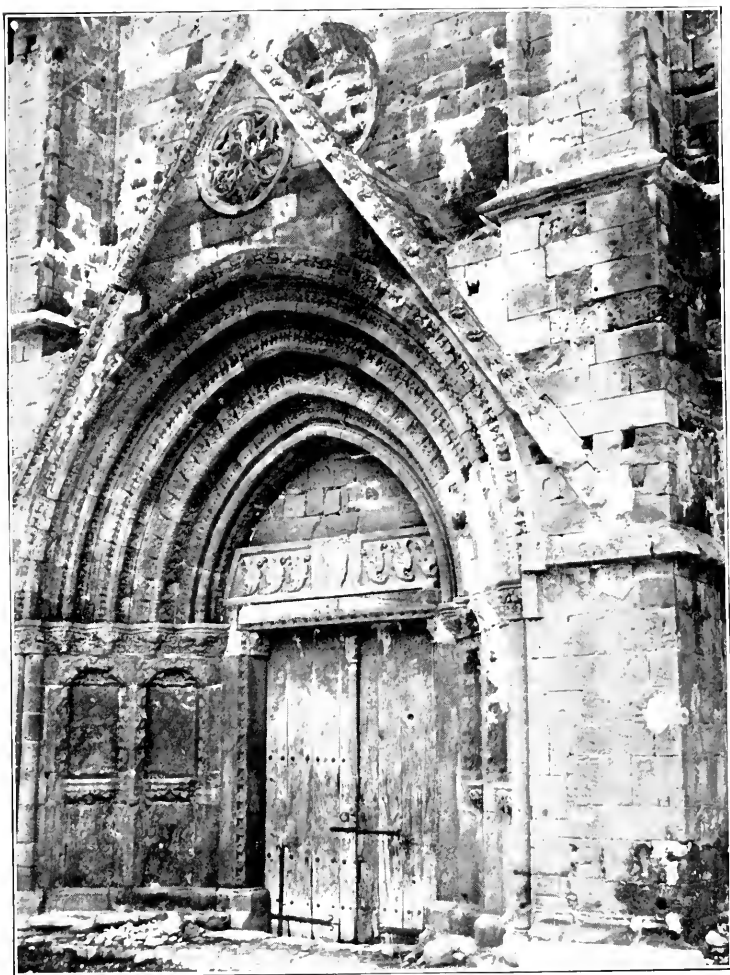
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DOOR OF OLD GRANAPY, FORMERLY CHRISTIAN CHURCH

From the *Architectural Review* of February, 1899.
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CHAPTER I.

HISTORY OF CYPRUS.

THE earliest history of Cyprus is lost in the dim haze of antiquity, and different authors are sometimes contradictory, but I think the following account will be found fairly reliable.

Josephus identifies it with the "Chittim" spoken of in the Old Testament. According to him it was first colonized by Chittim, grandson of Japhet, son of Noah. Dean Stanley, referring to the prophetic utterance of Balaam, "Ships shall come from the coast of Chittim," gives the following explanation, "From the Island of Cyprus, which is the only one visible from the heights of Palestine, and was the one familiar link with the Western World.*¹

* 1.—The following extract of Scriptural allusions to Cyprus shows the importance in which it was held in the early Scriptural days:—Barnabas and Saul sailed to Cyprus, and preached at Salamis and Paphos. Joses, surnamed Barnabas, was a Levite of the country of Cyprus. When Paul and Barnabas had a dissension, Barnabas took Mark and sailed into Cyprus. St. Paul, when sailing from Patara to Phœnicia, writes: "Now, when we had discovered Cyprus, we left it on the left hand," and again, when he was taken as a prisoner to Rome, he writes, "and when we had launched from thence (Sidon) we sailed under Cyprus, because the winds were contrary."

A Phœnician colony appears to have settled in the island about 1045 B.C., at which period it was covered with dense forest, and famous for its copper.

Amasis, a Saitic Egyptian of low birth who dethroned Apries (Pharoah Hophrah), seized the throne of Egypt, and brought Cyprus under the Egyptian yoke 550 B.C., and is reported to have taken Citium, the capital. Some large mounds not far from Limasol mark the site of the ancient Capital Amathus, around which still grow a wealth of cyclamen, possibly survivals from earliest cultivation.

It was conquered and added to the Persian Empire by Cambyses, son of Cyrus, who succeeded his father 529 B.C.

After the battle of Issus, 333 B.C., Alexander the Great made himself master of Palestine, Egypt, and the towns on the Mediterranean coast, which included Cyprus. He thought so highly of this latter conquest that he is reported by Arian to have said, "and Cyprus being in our hands, we shall reign absolute sovereign at sea, and an easy way will be laid open for making a descent upon Egypt." On his death the Empire was divided, Egypt falling to the share of Ptolemy, while Asia

Minor fell to Antigonus, who thus became possessed of Cyprus.

Ptolemy crossed over to Cyprus with a fleet about 313 B.C., and landed there with so large a force, that he met with no resistance, and appointed a governor ; Antigonus then in his turn collected a fleet and drove off that of Ptolemy.

On the death of Antigonus, however, the island reverted to Egypt, and remained under the rule of the Ptolemies until it became a Roman province, 58 B.C., when a large booty is reported to have been sent to Rome by Marcus Cato.

Cyprus continued subject to the Eastern Empire after the division of the Roman territories, but it was ruled by its own governors of royal blood, of whom Commenus I. made himself independent, and his family sat upon the throne until it came into the power of Richard I. of England, under the following circumstances.

Richard of England and Philip of France having agreed to combine their forces for the purpose of continuing the Crusades, 1190 A.D., a rendezvous was appointed for their respective fleets at Messina, where they were detained throughout the winter.

Meantime Richard, who was enamoured of Berengaria, daughter of the King of Navarre, sent his mother to ask her hand in marriage, which being granted, she returned with Queen Eleanor, and joined Richard at Messina.

The English fleet encountered a tempest on leaving that port in the spring of the following year, and the ships in which Berengaria and her suite were embarked were driven on the coast of Cyprus and sought shelter at Limasol, where one of the ships was wrecked. Isaac Commenus, the king, was most inhospitable, plundering the wreck and acting with so much hostility that the Queen's Galley was rowed into the offing, where Richard, arriving later with the rest of the squadron, discovered her. He immediately landed his forces and captured Limasol and the adjacent country, and afterwards took up his residence at the strong castle of Colossi, about seven miles off, where he was married to Berengaria, who was there crowned Queen of England and Cyprus, Richard being crowned King of Cyprus at the same time.

Tradition says that Isaac Commenus was captured and presented to the Queen as a wedding gift, bound in richly gilt silver chains.

Richard sailed with his fleet for Palestine early in June, 1191 A.D., having previously sold Cyprus to the Knights Templar, who, however, oppressed the people till they revolted, when Richard resumed the sovereignty, which he bestowed in 1192 on Guy de Lusignan, the titular King of Jerusalem, whose dynasty retained it for about three centuries.

Cyprus is said to have been visited also by Edward I. of England, who, when Prince of Wales, left England as a Crusader in 1270, and after a successful campaign in 1271 wintered in the Island, accompanied by his wife, Eleanor of Castille.

John III. of Lusignan died in 1458, leaving the kingdom to his only legitimate child Charlotte, who married her cousin Louis, second son of the Duke of Savoy and Anna of Cyprus.

Charlotte was shortly afterwards expelled by her natural brother James, who married Catherine Cornaro, daughter of a wealthy Venetian merchant. James died in 1473, leaving one son of whom Venice assumed custody, and sent troops to garrison the Island.

The child died in infancy, and in 1489 the Venetian Senate persuaded Catherine to abdicate in favour of Venice.

Meanwhile, Charlotte Lusignan had gone to Rome, where she died in 1487, bequeathing her claims to Charles, Duke of Savoy, and in consequence the Kings of Italy assumed the title of King of Cyprus and Jerusalem.

Although Cyprus belonged to Venice, it paid tribute to Egypt from 1425 to 1527, after that date the tribute was sent to Turkey, by order of a firman from the Sultan.

Selim II., Sultan of Turkey, in 1570, involved the Porte in a war with Venice for the acquisition of Cyprus, which led to the invasion of the latter country by the Turks. Hostilities commenced in February, 1570, and the following month a Turkish expedition of 200 galleys sailed from Constantinople, under the command of Lala Moustapha.

Moustapha landed at Limasol on the 1st of July, and advanced on Nicosia, then strongly fortified; he encamped before the walls on the 22nd of that month, and though an obstinate defence was offered, numbers eventually prevailed, and the place was taken on the 9th of September, after which it is said that 20,000 of the garrison and inhabitants were killed, and 2000 youths and girls taken as slaves.

Leaving a garrison at Nicosia, the Turkish



ROAD TO GOVERNMENT HOUSE, NICOSIA.



GENERAL VIEW OF NICOSIA.

army then marched on Famagusta, which they closely invested on the 18th of September. It was, however, bravely defended by Marc Antonio Bragadino, and a Venetian fleet succeeded in throwing in provisions and reinforcements ; nevertheless, after a long defence, provisions became scarce, and on the 5th of August, 1571, the garrison were induced to capitulate by the offer of most favourable terms, which included the preservation of life and property, and the transport of the garrison in Turkish ships to a friendly port.

These terms were, however, disgracefully broken ; some of the officers were put to death, and Bragadino was tortured for ten days, after which he was flayed alive, and his skin carried to Constantinople at the yard arm of a Turkish man-of-war.

Cyprus continued to belong to Turkey until 1832, when Ibrahim Pasha, son of Mehemet Ali, Sultan of Egypt, captured Acre and took military possession of this Island, which was held by Egypt until 1840, when it reverted to Turkey, the allied powers of Europe having united to assist her against her rebellious vassal.

This alliance resulted in the submission of Mehemet Ali, who was appointed hereditary

Khedive of Egypt under the Suzerainty of the Sultan of Turkey. It is strange that this event was also brought about by the capture of Acre, taken by the British fleet after a bombardment of three hours, which blew up the powder magazine with a reputed loss of 1200 of the enemy.

Finally, by the convention of the 4th of June, 1878, Great Britain assumed the occupation and administration of Cyprus.

“Happy is the country that has no history.” May it be the future fate of this Island to have only a history of continued progress and prosperity.

CHAPTER II.

POLITICAL AND FINANCIAL
POSITION.

CYPRUS, an Island in the north-eastern corner of the Mediterranean, is about 140 miles long, and has an area of about 3000 square miles.

Its population may roughly be said to consist of three-fourths Greeks and one-fourth Turks,*¹ but it would be more correct to say three-fourths Christians (mostly of the Greek Church) and one-fourth Moslems, as both parties are more Cypriots than either Greeks or Turks, the distinction between the two being chiefly one of religion and language.

In the former case, the Greek extraction is so far back and so diluted with other strains that, except in the towns, it has almost ceased to exist.

In the latter case, though a few Turks may still be found in towns, they are generally descended from Turkish officials, who have

* 1.—The last annual report shows 12,093 Christians and 2,670 Moslems entitled to vote, but this is a very small proportion out of the 209,000, which is the present population of Cyprus.

completed their term of service and settled in the island. Perhaps a few families of Karanian or Syrian descent may also be found, but the rural Moslem population are almost entirely Cypriots, who have embraced Islam in self-defence when under Turkish rule, and some of whom do not even speak the Turkish language.

It is hardly possible to conceive a greater contrast of character than that which exists between these two classes.

The Greek - speaking Christians are energetic, sharp, and very independent.

The Turkish - speaking Moslems are apathetic and careless, but with a quiet natural dignity that commands respect.

The Zaptiehs* ² or native police, a most valuable body of men, are now recruited from both classes.

The following incidents will illustrate this difference of character. I rode an English thoroughbred from the monastery at Acathou to the khan at Kantara,* ³ guided by a Turkish Zaptieh on a small native pony. Towards the end of the journey the track became rugged and hilly, and the bridle path (in many places

* 2.—125 recruits joined in 1897, of whom 67 were Christians, and 58 Moslems (Annual Report).

* 3.—See Ride from Troodos to Famagusta (Chapter VI.).

hardly marked) at last disappeared altogether. The Zaptieh, whose mount had long been tired, was puzzled, but tying up his pony, he went with infinite patience from hill to hill, till at last he discovered the direction, and returning he plodded uncomplainingly on until he brought me to my destination.

On another occasion I rode the same horse from Limasol to Paphos, guided by a Greek Cypriot mounted on a mule. We stopped half-way to bait, and when towards evening his mule got tired, he struck work at the first village he came to, leaving me to find the path the best way I could, and it was only through the luck of a most brilliant aurora borealis occurring that evening, that I had sufficient light to find the scarcely distinguishable track, that would in many places have been indiscernible in the dark.

This dual character of the population of Cyprus has an important bearing on the tranquility of the Island, for it gives these sects the characteristics of distinct races, which in case of disturbance would partly neutralize one another; it has also its disadvantages, for it naturally leads both Christians and Moslems to sympathize more with Greece and Turkey, nations speaking their own language and

professing their own religion, than with England, which does neither.* ⁴

I have heard a tradesman of the Greek Cypriot class say, "What business has England here, where there is no English population?"

In many respects there are points of similarity between Cyprus and Crete. In both cases there are the same conflicting elements of Christians and Moslems, with the Christian population largely predominating. Both Islands were originally Turkish colonies, and have in consequence Turkish traditions, and both contain a party having sympathies and affinities with a foreign nation.

In my opinion it is only the freedom and justice of British rule that has prevented the racial conflicts, that have given so much trouble to European diplomacy in Crete, from extending to Cyprus, where the former country had many sympathizers.* ⁵ The abandonment of that rule would be certain to lead to diplomatic difficulties.

During the year 1897, a public meeting was held at St. James's Hall, to protest against

* 4.—I once attended a special service of the Greek Church, by invitation, at Limasol. The ceremonial appeared to me to have very little in common with the Church of England.

* 5.—Many volunteers went from Cyprus to assist Crete during the time that the Greek troops were there.

Great Britain continuing to occupy Cyprus.

This meeting had results hardly anticipated by the conveners, for it led to, or at any rate was quickly followed by, a deputation to the Colonial Minister, composed of eminent men, many of whom had been officially connected with the Island, who must (I presume) have used strong arguments for its retention, as shortly afterwards that Minister stated in a public address that the Government intended to develop Cyprus.

Three times : once during Lord Ripon's Secretaryship (1894), and twice during that of Mr. Chamberlain, official communications have been made to the people of Cyprus, that Her Majesty's Government have no intention of abandoning the Island.

These official announcements are very important, as they give confidence in the continuance of British rule, which is a great factor in stimulating industrial activity.

Nothing has hindered the progress of the Island more in the past, or is more likely to hinder it in the future, than the agitations that occasionally take place for its abandonment, for it prevents the expenditure of British capital, and arrests the development of the country.

The Hon. Merton King, late Commissioner of Nicosia, who has had a very long official connection with the Island, wrote to me recently on this subject, as follows :

“The uncertainty of the tenure of the Island by Great Britain has undoubtedly had the effect of repelling capital from the place, and hindering its commercial progress. The agitations that have for the last few years been stirred up in Cyprus have not had for their object the abandonment of the Island ; their object has been to denounce the tribute, and to impress upon the Powers the desire of the Cypriots, that should the British Government abandon the Island, it should not be ceded to Turkey. In fact, it may be said, that what first caused the agitation (in which no Turks took part) was a persistent rumour, that the place was to be abandoned by Great Britain.”

The following careful study of the advantages, or disadvantages of the retention of Cyprus, will perhaps serve to diminish the number of those who now advocate its abandonment.

I will first consider the alternatives to British occupation.

They are : Restoration to Turkey ; Autonomy ; Occupation by a weak power ; and

finally Occupation by one of the Great Powers.

Restoration to Turkey would, under ordinary circumstances, be the proper course, but this would be against the wish of the large majority of the population of the Island ; and the objection to the transfer of a Christian population to that power, which was made in the case of the recent rectification of the Greek Frontier, would apply with equal force, to the reversion of Cyprus to the Ottoman Empire.

Autonomy would almost certainly involve another European Concert, for the disadvantages of which Crete forms an object lesson, and though that Island has now been pacified by the wise firmness of a British Admiral, it is too early yet to call it a success, the appointment of a Greek Prince as Governor, and the adoption of the Greek language in official correspondence, seem to point to its eventual absorption by the Kingdom of Greece.

The acquisition of Cyprus by some other power alone remains ; this must either be a Great Power, or be liable to be unduly influenced by a Great Power at a critical time, which would I think form an insuperable objection to Great Britain handing this Island over to one of the smaller Powers ; and to

which of the Great Powers could England safely allow it to be transferred, with its possibilities of a fortified arsenal, dockyard and coaling station ?

Russia is out of the question, if for no other reason, than because Cyprus was occupied as a balance of power, necessitated by the Russian acquisition of Kars ;* ⁶ France has not proved so good a neighbour in Egypt that we should care to bring her nearer to that country, and as an ally of Russia, the transfer of Cyprus to her would not be desirable. Germany, though at present the friend of Great Britain, has too many points of rivalry with England, and occupies too much the position in the European Concert that the Parnellite party used to hold in the British Parliament, to make it desirable for British interests that Cyprus should be held at the will of the young German Emperor.

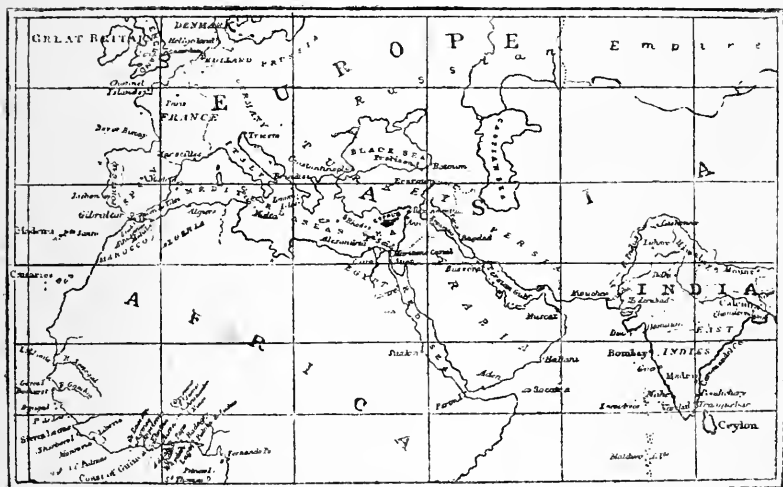
Austria is the close ally of Germany; and though this country has no trade rivalries with Italy, the remembrance of her unfortunate colonization at Massowa, involving a war taxation which they called "the misery," is too recent to make the idea of Italian colonial

* 6.—"Inasmuch as the whole of this proposal is due to the annexations which Russia has made in Asiatic Turkey," etc.; Correspondence. Great Britain and Turkey, June 4th, 1878.

expansion at all probable, until her finances improve.

If Great Britain abandoned Cyprus, it would probably come under the influence of either France, Germany or Russia.

In the hands of a strong naval power, a



fortified harbour at Famagusta would practically command the mouth of the Suez Canal; this has never, I think, received the attention it deserves (see Map).

No government would be justified in expending the considerable sums necessary to

carry out the important works required on the harbour and fortifications of Famagusta, if these, when completed, were liable to be handed over to any other country, possibly to be used against ourselves.

Yet these works ought to be undertaken at no distant date. A member of Parliament,* 6A speaking in Committee of Supply last August, urged "that Cyprus should be utilized for the construction of a naval base, as another harbour in the Eastern Mediterranean was of enormous importance, while Valetta, in Malta, was proverbially unhealthy."

The fact of Great Britain fortifying Famagusta, as Russia has fortified Kars, would encourage the investment of money, by the feeling that there would be little chance of Cyprus again coming under the dominion of Turkey.

THE FINANCIAL POSITION.

The payment of the tribute, or contribution to Turkey, is a question of the highest importance for the development of Cyprus.

* 6A.—Mr. Pierpoint, M.P.

This tribute is so mixed up with the guaranteed Turkish Loan of 1855, that the whole question merits most careful examination.

The contribution to Turkey formed part of the agreement for the British occupation of the Island ; it was based on the excess of the revenue of the Island over its expenditure during the last five years of Turkish administration, which was calculated at 22,936 purses.*⁷

About the date of the British occupation of Cyprus, Turkey was in financial difficulties and unable to meet her liabilities (see note 14), and the tribute gave this country the power of securing to the French and English Bondholders the interest of the loan that those countries had conjointly guaranteed.

The payment of interest at 4 per cent on the above loan, less £72,000 derived from Egypt,*⁸ is now accepted by Turkey as the equivalent of the tribute. This payment goes to the bondholders, and not to Turkey.

* 7.—The exact amount of tribute due to Turkey, under this agreement, is £92,799.

* 8.—These figures were obtained from an old return ; it is obvious that a further payment must have been received from some source besides the Cyprus tribute, as the limit of that liability is about £93,000, while the interest on the loan is £152,608.

The actual amount subscribed to this loan was.....	£3,815,200
The interest on which at 4 per cent amounts to	152,608
Add expenses of management...	1,144
Total.....	£153,752
Deduct, paid by Egypt...	£72,000

Leaving a contribution, due from
Cyprus of* ⁹ £81,752

The annual payment of this large amount left insufficient funds for the administration and development of the Island, it became necessary therefore for the British Parliament to give an annual grant in aid.

These grants varied with successive years,* ¹⁰ being based on estimates sent from

* 9.—Other payments of a miscellaneous nature have been paid out of the tribute, in addition to the amount required to pay the dividend on the loan. For instance, in 1881 or 1882, about £11,000, besides 200 gold watches, and a quantity of knives and revolvers, were paid from this source for the ransom of an Englishman (Colonel Synge), who was captured by brigands in Macedonia. Turkey either would not, or could not pay, so the British Ambassador at Constantinople was ordered to remit the amount. There is a difference of about £11,000 between the contribution due from Cyprus and the amount of tribute due to Turkey (see note * 7); to this balance other charges are debited.

* 10.—The grants in aid have been as follows :

1887-8	£18,000	..	1892-3	None.
1888-9	55,500	..	1893-4	None.
1889-90	45,000	..	1894-5	£29,000
1890-91	35,000	..	1895-6	35,000
1891-92	10,000	..	1896-7	46,000
Grand Total....				£273,000

Cyprus at two periods of the year. No grants were made in 1892-3 and 1893-4.

Sir H. Holland stated in the House of Commons, on the 6th of September, 1887 (just nine years after the occupation) that there was at that date a balance of £109,000 in our favour. This takes the account to the end of the financial year 1886-7.

I propose therefore to confine this examination to a review of the accounts of the next ten years, to the end of 1896-7.

During this period :

The total revenue of the

Island has been £1,771,917 11s.* ¹¹

The interest paid on the

loan, amounted to ... 817,525 11s.* ¹²

And the total grants in aid,

have been..... 273,000 0s.* ¹³

The fairest way to strike a debtor and creditor balance between England and Cyprus, is to deduct the grant in aid paid by the former

* 11.—The yearly revenue given below, is taken from the annual report for 1896-7 :

1887-8	£145,443	6s.	..	1892-3	£189,933	5s.
1888-9	149,362	15s.	..	1893-4	177,053	11s.
1889-90	174,499	6s.	..	1894-5	167,092	4s.
1890-91	194,935	14s.	..	1895-6	167,777	4s.
1891-92	217,161	11s.	..	1896-7	188,668	0s.

* 12.—The interest paid has been in round numbers, £81,752 a year, see page 36.

* 13.—See note 10.

country from the interest on the guaranteed loan paid by the latter.

If this be true, it follows from the above figures—£817,525 less £273,000—that the sum of £544,525 stands to the credit of Cyprus, as the result of the accounts for this period. The payment of interest on the guaranteed loan is of course the debt of England, and not of Cyprus.

In August, 1898, the Minister for the Colonies is reported to have made the following statement before the Committee of Supply :

“The tenure of the Island by this country had cost us more than half a million, and the Island would be very ungrateful if they did not recognise the sacrifices made by this country on their behalf.” He explains this by saying, “whereas before the annexation, the inhabitants had to pay from £90,000 to £93,000 a year, they now had in aid of this payment an annual subsidy guaranteed by the British Government amounting in the interval to considerably over £500,000.”

The above figures refer to the whole twenty years of the occupation.

During the ten years now under consideration, Cyprus has certainly benefited to the full extent of the grant in aid, viz., £273,000, as

the £92,000 must have been paid in any case, and it is immaterial to whom it is paid ; but during the same period, the British Treasury has benefited to a far greater extent, by the payment out of Cyprus revenue of £817,525, the interest of the 1855 guaranteed loan, which Turkey could not have paid. * 14

It is perfectly true, nevertheless, that Cyprus has benefited by her connection with England, not only by the receipt of the grant in aid, which serves to reduce the tribute, but the island now enjoys increased commercial advantages, and is no longer liable to be called on occasionally for extra payments at the will of Turkish governors and officials.

The partnership has been one of mutual advantage.

Now that it has been recognised by the Colonial Minister *15 that judicious expenditure

* 14 —Turkey has been practically insolvent and unable to meet her liability since the Austrian occupation of Bosnia and Herzegovina in 1878. Shortly afterwards an announcement was made that the Ottoman national debt would be paid half in cash, and half in 5 per cent bonds, and this was followed by the declaration that as long as the troubles continue, the payment of interest must entirely cease. On more than one occasion Turkey has been unsuccessful in an attempt to raise an European loan, and notwithstanding the Greek war indemnity, has had great difficulty in raising funds for the entertainment of the Emperor of Germany, which has probably left her more insolvent than ever.

* 15.—“He would not ask the House to be liberal with regard to Cyprus, if he thought it were not a good investment.” Mr. Chamberlain, 8th August, 1898.

in Cyprus is a good investment, I would ask : Has not the time arrived when steps should be taken to endeavour to make the Island a British Colony ?

Would it not pay this country, to pay off the guaranteed Turkish loan, and acquire Cyprus absolutely in compensation ?

This would be advantageous to both France and Turkey, as the former would get rid of the guarantee, and the latter of a heavy debt, which paralyses her credit.

The following calculation will show that it would be equally to the interest of Great Britain ; British consols could easily be placed on the market at $2\frac{1}{2}$ per cent instead of the 4 per cent which is now being paid, the annual interest on the whole loan would thus be reduced from £152,608 to £95,380 ; from both these figures the Egyptian contribution has to be deducted ; that country would of course make her own arrangements, but for the sake of calculation, I will take her proportion as three-fourths of the amount she now pays, or about 3 per cent instead of 4, i.e., £54,000 instead of £72,000.

The total would then work out... £95,380

Deduct Egyptian payment... 54,000

£41,380

That is to say, the interest on the guaranteed loan would be reduced from £81,752 to £41,380, a saving of £40,372 every year.

Cyprus could easily pay £41,380 a year, and require no grant in aid, and as her revenue increased, a sinking fund might eventually be formed to pay off the principal by degrees.

Negotiations for the purchase of Turkish rights in the Island were unofficially undertaken, and were very nearly successful in 1879.

There have been times when the financial necessities of Turkey would have been favourable to this project, and though the first rumour of successful negotiations on the part of Great Britain might perhaps lead to a loan (as it did in 1879) from a country whose policy it was to thwart the purchase, yet England has but to wait her time, and be prepared to take advantage of the opportunity when it does occur, and meantime by continuing to develop the resources of the Island, to encourage investors to recognise that capital is as safe in Cyprus as it is in any British Colony; above all, Englishmen must avoid making Cyprus a party question, and discontinue the periodical cry of abandoning the country,

which is so injurious to its development, and can do no good to anyone.

Should the offer to purchase be declined, this country can fall back on clause 6 of the annex to defensive alliance between Great Britain and Turkey, June 4th, 1878, which provides that "if Russia restores to Turkey, Kars and the other conquests made by her in Armenia, during the last war, Cyprus will be evacuated by England."* 16

The statement by a responsible minister on any public occasion, that England intended to adhere to this agreement and retain Cyprus under any circumstances, as long as Russia retained Kars, would I think give confidence in the permanency of the British occupation ; for Russia has never been known to abandon any of her conquests, and least of all would she be likely to do so by restoring Kars, which she has gone to the expense of fortifying.

The commercial position of Cyprus is fully dealt with in Chapter III., but a financial paper would be incomplete without some

* 16.—See also note 6. These extracts show clearly that Cyprus was acquired not as a condition of a defensive alliance, but as a balance to the extension of the power of Russia, and they dispose of the often repeated fallacy, that the occupation of Cyprus involves the protection of Turkey.

reference to what may be called the latent wealth of the Island, and a few remarks on the subject will moreover be of interest to those who do not care to read commercial statistics.

The two greatest wants of Cyprus are, secure harbour accommodation and railway communication. On both these subjects the latest utterance of the Colonial Minister (8th August, 1898) is most encouraging. He is reported to have said, "An engineer had been sent over to make a proper survey for railway communication, and harbour accommodation was being attended to, for the purpose of commercial traffic."

A full return of trade information is given in the Cyprus annual report, an examination of which shows that a very small proportion of the carrying trade of the Island is borne by British steamers, viz., 116,911 tons out of a total of 719,831 tons; Austria beats us with 284,180, and France with 159,012, and both the latter countries have increased their tonnage since the preceding year (1895-6), while that of England has decreased by over 33,000 tons.

The contribution too of the exports and imports of the United Kingdom and her

Colonies is only : Imports £60,963 out of a total of £240,051 ; exports £60,637 out of £297,142.

There is room in Cyprus for increased production of cotton, grain, tobacco, silk, carobs, olives, and wine, and in the last case a higher classed article might be produced.

A great impetus has been given to cotton by the liberality of the home government, a new departure has been made in the growth of tobacco, and the great attention now being paid to developing the resources of the Island must eventually result in a material increase of revenue and prosperity.



FAMAGUSTA, SHOWING FORT AND MOSQUE

CHAPTER III.

NAVAL AND MILITARY POSITION.

THERE is at present no good harbour in Cyprus suitable to modern requirements, Limasol and Larnaca being open roadsteads, and Paphos Bay and Kyrenia only available for vessels of small tonnage. But the ancient harbour of Famagusta offers such great natural advantages, that they only require to be supplemented by art to form a most serviceable and efficient harbour, available in all weathers, and well situated for the formation of a coaling station.

A glance at the map, page 33, will show that the bay of Famagusta, on the east coast, is within easy reach of the whole south coast of Karamania in Asiatic Turkey, and of the west coast of Palestine, while it is within striking distance (about 240 miles, say 24 hours' steam) of the mouth of the Suez Canal at Port Said ; Crete is about 180 miles, say 18 hours' steam further off.

Its value was practically proved during the winter of 1884, when the steering gear of

H.M.S. Alexandria broke down off Port Said. She was taken to Famagusta, as the only harbour large enough to accommodate her on this side of Malta, and she remained there about a week, until her own engineers had repaired the damage. The communication with the small inner harbour of Famagusta is made from the land side, through a massive arch of great thickness. This harbour is formed by a line of rocks and shoals sheltering the sea face, from which a mole (dry at low water) runs at right angles, having an opening near the land which forms the entrance.

It is partially filled up by the accumulation of ages, and is now only capable of holding small vessels ; but beyond this smaller harbour, and almost in line with its sea face, a reef of partly submerged rocks runs for over a mile and a half almost parallel to the shore, forming a natural harbour having a depth of six, seven, and eight fathoms in its deepest parts.

If a breakwater was constructed on this submerged reef, it would form a harbour capable of sheltering our largest ironclads in all weathers, for it would be sheltered on the west by the high land of the interior ; on the south by a promontory of high land terminating

in Cape Greco; on the north by a high elevated ridge, the termination of the Carpus Range, which runs far into the sea, ending in the rocky point of Cape Andrea; while the breakwater would shelter it on the east (see General Map of Cyprus, page 25).

In 1879, Mr. Ormiston, C.E., was instructed by the Government to report on this harbour; and his report, which was presented early in 1880, contains so many valuable suggestions, that I propose to give a short summary of them here (by permission of H.M. Stationery Department).

He compares Famagusta Harbour with the harbour of Alexandria, "both having a natural reef about 15 feet under low water, with a deep water anchorage inside," and though smaller than Alexandria, it has, he says, the advantage of having no bar at the mouth."

Mr. Ormiston adds, protection is only required from the east, and he proposes to make a breakwater above the reef, formed of rough quarried stone and concrete blocks, 20 feet wide, and 3 feet 6 inches above high-water, for a mile and a quarter, at an estimated cost of £147,472. This, he says, would give an anchorage of 1200 yards long and

6000 yards wide, making an area of 150 acres, having a depth of five fathoms or more ; he gives also a further scheme of extending the breakwater another 600 yards at an additional cost, which I do not consider here, as it could at any time be added to the smaller scheme.

He proposes to do away with the mole of the smaller harbour, at a cost of £10,000, and to dredge it and the adjacent ground to the depth of 24 feet, so as to connect it with the deeper outer harbour.

On this subject he writes, "the inner harbour is about half a mile long and a quarter of a mile wide ; it has an area of 100 acres, but at low water this is reduced to 50, of which not more than 10 have a depth of 6 to 12 feet." "It would be no use to dredge the inner harbour to 24 feet if the upper end of the outer harbour be not also made the same depth." He calculates the cost of dredging at £70,687, less the value of the dredging plant, the original cost of which he puts at £45,000.

He also proposes to put up a wharf 600 feet long by 150 feet wide, between the Keep and the Sea Gate, at a cost of £14,000.

And finally, he thinks that the whole work would cost £354,301, and take four years to complete.

Overlooking and protecting this harbour a fortification already exists, so strongly built that even the lapse of time has but little affected the ramparts, which are twenty-six feet thick, and formed of rammed earth faced with stone, while the ditch, in many places cut out of solid rock, is both broad and deep, and the debris has been thrown up to form a glacis. It contains also some large subterranean chambers, which might be made available as magazines.

The fortifications on the sea face are contemptible, but modern additions and repairs would make those on the land side most formidable.

This fortress is historical, for, more than three centuries ago, it withstood a Turkish army of 200,000 men for three years ; and only capitulated at last, on the offer of honourable terms, which were disgracefully violated by its captors.* ¹

It is in the vicinity of this fort and this harbour that troops should in my opinion be stationed.

An incident in the war with France of 1793, may serve to illustrate the importance of fortifying Famagusta.

* 1.—For fuller details, see page 23.

In 1794 we took possession of Corsica, which was added to the British Crown, but was garrisoned by one regiment only, supported by native auxiliaries.

In October, 1796, the combined French and Spanish fleets held the temporary command of the Mediterranean, and a powerful force having been directed against Corsica by Buonaparte, while our native allies were untrustworthy, we were compelled to withdraw the British regiment (The 50th) and abandon the Island, which was thus lost to the British Crown.

Substitute Cyprus for Corsica, and it is evident that what has happened once may happen again.

In February, 1797, the Spanish fleet was utterly defeated by Sir John Jervis off Cape St. Vincent.

A British regiment could hold a strong fortified position, such as could be established on the Carpus range, near Kantara (see page 58), until the British fleet resumed its superiority.

On the contrary it may be thought that an analogy could be drawn between Cyprus and Ceylon, which is unfortified,* 1A and held

* 1A —Colombo used to be a fortified town, having a strong line of ramparts and a wet ditch, towards Galle Face, but they were removed many years ago for sanitary reasons.

by only one British regiment, though a breakwater has been constructed at Columbo at considerable cost ; but a little consideration will show the difference between the two cases ; Ceylon is contiguous to and supported by our powerful Indian Empire, and its position renders any combination of fleets against it almost impossible, except through the Suez Canal ; but should any unforeseen circumstances lose us even temporarily the command of the Mediterranean in a war with France, the possession of Marseilles and Toulon by that power would render the position of any unfortified ports in that sea exceedingly precarious.

Every increase in the commercial prosperity of Cyprus renders a fortified position more necessary, otherwise money is being expended on improvements with insufficient security. There is no position in the Island available for fortification that can compare with Famagusta Bay for naval, military and commercial advantages.

I cannot do more than indicate the general lines on which it seems to me that the defence of Famagusta Harbour and the arrangements for the disposition of troops should be undertaken.

Much depends on the military force that can be spared, and as a matter of course a careful survey would be made before matters of such great importance (which must include sanitation) could be decided on.

The fortification on the sea face will have to be entirely reconstructed, with heavy armaments to protect the shipping, and valuable as the ramparts are on the land side they would be improved by additional works, to meet the requirements of modern systems of fortification.

Forts will probably be required on high land overlooking the anchorage, and within range of modern guns.

The sanitation of the fort, now occupied by natives, would have to be attended to, and some swampy places outside would require draining.

The very interesting ruins of churches, etc., which now encumber the interior of the fort would be removed with reluctance; but with the exception of the one now occupied as a mosque, most of them would have to give place to modern storehouses, barracks, etc.

A most valuable position for the occupation of troops both in summer and winter could, I believe, be found on the Carpus range of hills, about 20 miles from the fort, which it

would not be difficult to connect with it by a light railway and heliograph; the high table-land near the old ruins of the castle of Kantara*² appears to offer a favourable site; these ruins are situated about a mile or so from an ancient convent or khan, containing a large courtyard for the reception of cattle, etc., with separate chambers for visitors. A fair is held there in summer, and at that season families from Varoshin and Famagusta often resort thither for change of air.

From this khan a country road runs, via Tricomo and Salamis, to Famagusta, distant about 20 miles in a direct line (by road about 23). This could easily be made into a good military road. Kantara Castle stands on a high breezy plain a little over a mile from the north coast, and barely two miles from an inlet with good anchorage. A military road might be made also direct to Famagusta Bay, striking the shore somewhere near the debouchure of the Kamara river, six or seven miles off (see general map); this seems to combine both a strong strategic position, and a pleasant and

* 2.—The Karpass and Kantara districts are now connected with the capital, Famagusta, and Larnaca, by very fair roads. The place in which I put up for the night is marked as a convent in the map, I have called it a khan for want of a better name, as I saw no appearance of convent life about it.

healthy residence for the troops. The ruins of Kantara Castle are very impressive, its massive walls, standing on a solid rock, show how great its strength must have been in olden times. From its half-ruined battlements a charming view is obtained down a distant rocky point into the sea, I think at Cape Placoti.

From the fort at Famagusta, troops and stores could be embarked or debarked in all weathers, and the garrison of the fort or forts could be interchangeable with the healthier station at Kantara.

Compare this with the present position of the garrison at Polymedia, situated on a slightly rising ground, about three miles of road connecting it with the open roadstead of Limasol, where the military stores are kept. In bad weather the anchorage is unsafe, and the heavy surf rolling on the beach frequently interrupts communication with the shore for many days in succession.

The camp at Polymedia is situated near a mountain stream, the land on the far side of which rises in a perpendicular cliff to a considerable height. This stream, though almost dry in summer, is frequently an impassable torrent in winter. From the almost level

summit of this cliff the camp is completely commanded. There is a slope up to it practicable for guns, and a favourable landing place within easy marching distance. No artillery is quartered in the Island.

This cannot be said to be a satisfactory position for troops, as in the hot season they are stationed at considerable expense, in the charming but out of the way station of Troodos, a hilly road about 30 miles long separating it from Polymedia, and in the cooler season the camp and stores at the latter place are at the mercy of an enterprising enemy provided with artillery.

Proposals and plans for the establishment of a good harbour, and a naval and military station at Famagusta, have been more than once made by the Cyprus officials, and have been carefully considered by the Governments of the day,*³ but the estimated cost has hitherto prevented anything from being done; a time, however, will surely come when it will be recognised that a liberal outlay on this head, though considerable, will be a wise and

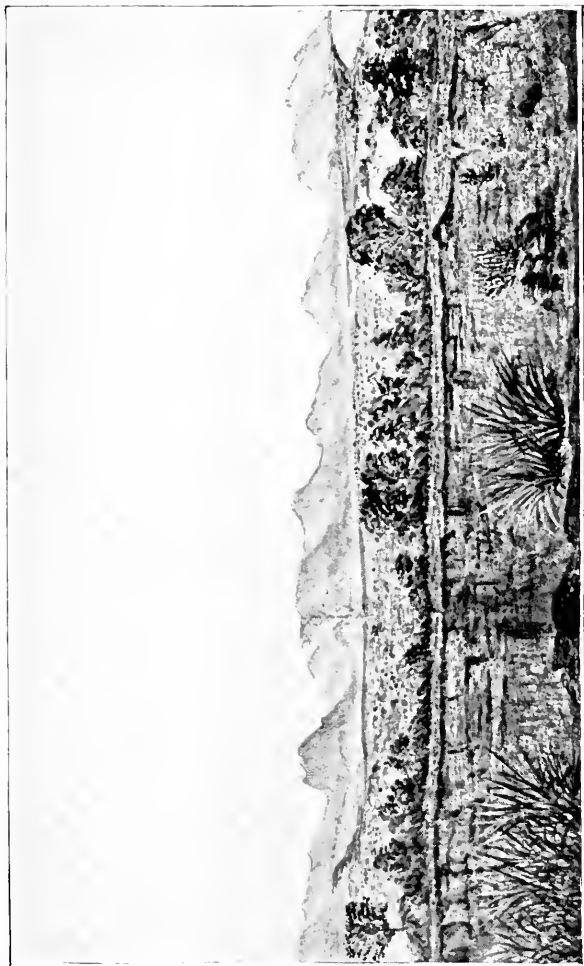
* 3.—Sir Charles Dilke pointed out in Committee of Supply, August, 1898, that “the establishment of a naval and military harbour at Cyprus, at a cost of something like two millions, had been considered by two successive Governments, and there had been a consensus of opinion against it.

necessary policy, if we expect to hold Cyprus in time of war, and even if it does not bring in an adequate return, it must not be forgotten that this Island is held for imperial as well as for commercial purposes.

The short distance between Famagusta Bay and the mouth of the Suez Canal, seems to point it out as an admirable position for a station and dockyard for our fleet.

The Carpus range of hills, which runs along the whole northern coast, and almost parallel to it from Cape Kormakiti to Cape Andrea, contains many strong military positions. The direct road between the little harbour of Kyrenia and Nicosia, the capital, runs over this range.

A chapter on naval and military matters would be incomplete without a reference to this harbour, for though Larnaca is the port of Nicosia, yet Kyrenia is nearer, the latter place also has been much improved, and though not capable of accommodating many or large vessels, the anchorage is commanded by a fort (now used as a prison). It is a secure little harbour, and is not silting up and gradually becoming shallower, like the open roadstead of Larnaca. The importance of this harbour lies in the fact of its being the nearest landing



VIEW OF CARPUS RANGE FROM HYAR GROSSE.

See page 106.

place for troops to the capital, but I do not think it capable of a lengthened defence, even with the addition of modern guns and modern improvements to the fort, as I think it is commanded at long range by at least one of the hills in the rear, and it would not be worth while to fortify it, as Nicosia does not occupy a good defensive position, and is also open to an advance along the Larnaca road. The distance that Nicosia lies from the sea was perhaps the reason for its selection as the capital in the olden days when sea raids were feared, but now that the Island is held by a strong naval power it is a source of weakness.

Fortifications are of course made solely in preparation for a possible time of war ; at such a time Cyprus in its present state would be entirely dependent on our fleet for protection, but in war time there would be plenty of other work for the fleet to do ; it would therefore seem to be the highest wisdom, to make the important strategic points capable of self-defence, during the temporary absence of our ships.

Such a policy resolves itself into the question : What would be the best means of securing temporary self-defence for Cyprus ? and I think there can be but one answer :

instead of frittering away our strength on several points, to concentrate it at Famagusta Bay. I have already indicated the general lines on which I think this should be done. It only remains to say that Famagusta fort, having been put in a thoroughly efficient state of defence,*⁶ should contain the ordnance stores, etc., for the whole Island, and in case Cyprus should be seriously threatened in war time, the government could retire to the stronghold which I presume to have been established in the neighbourhood of the Carpus Range.

The advisability of raising a local corps with British officers in Cyprus is worthy of consideration; a militia force might perhaps be organized in addition.

* 6.—This should include ordnance stores and provisions, sufficient to enable both places to stand a siege.

CHAPTER IV.

COMMERCIAL POSITION.

I BRIEFLY referred at the end of Chapter I. to the industrial progress of Cyprus as the latent wealth of the Island. I now propose to deal more fully with this subject, taking the various industries in detail.

RAILWAYS.

The establishment of railway communication has long occupied the attention of the Island Government, and of those interested in Cyprus.

The different routes have been surveyed, and plans and estimates prepared, but hitherto the private enterprise, to which Government considered that the matter ought to be left, hesitated to embark in such an undertaking without a Government guarantee, which the Administration was not prepared to offer.

The important part that a railway would play in bringing the products of distant villages to market can hardly be too highly estimated.

Many years ago an offer was made to Cyprus of the railway material that had been

used in Egypt for military purposes. It is unfortunate that the Island was not then in a financial position to accept it.

A scheme was recently projected by a London firm to carry a line from Nicosia to the roadstead of Larnaca ; but as a state guarantee or a subvention of £10,000 was required, it appears to have fallen through.

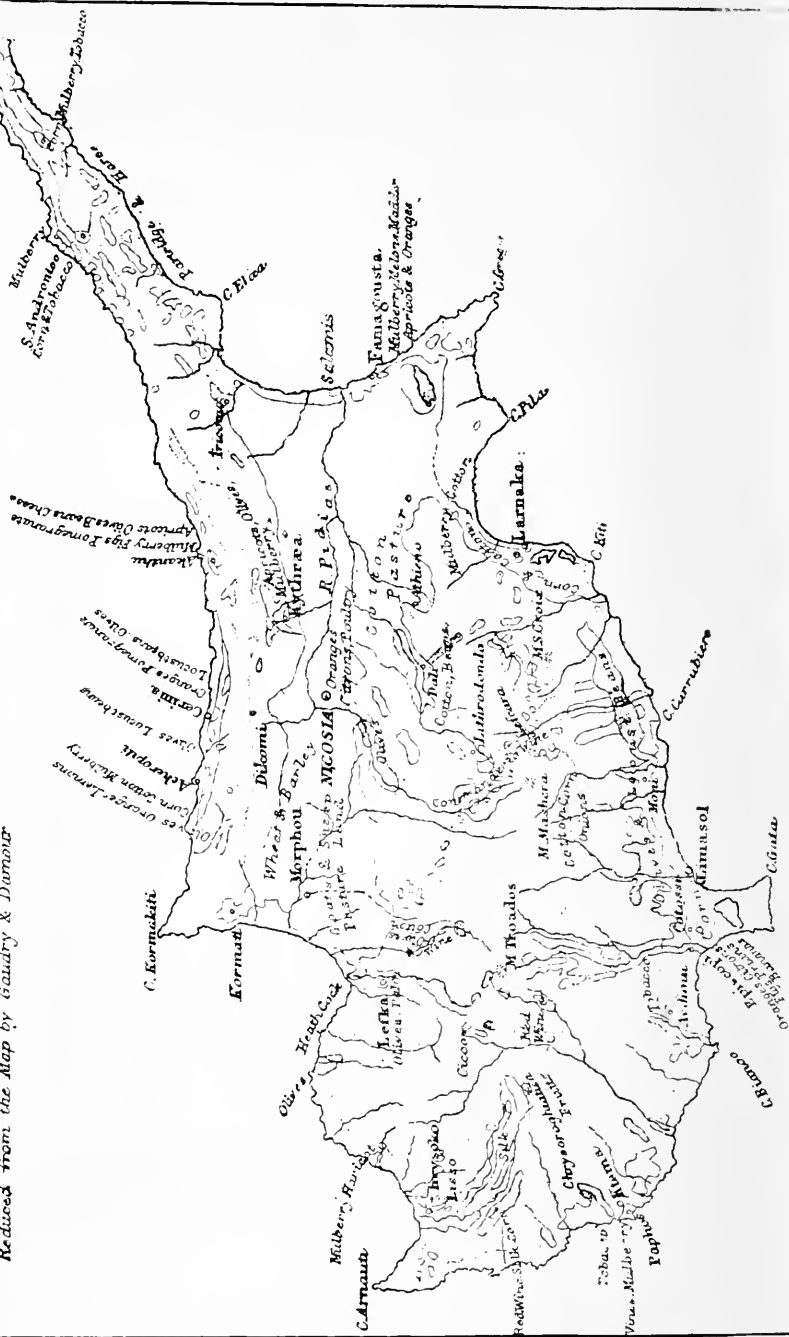
That line was to have diverged eastward, from Nicosia to the village of Kuklia, in the rich agricultural land of the Messaorian Plains, and thence through the village of Pyla to Larnaca.

An extension from Kuklia to Famagusta (about 15 miles) would have been easy and inexpensive, and would have given direct railway communication between the latter place and the capital.

The Colonial Minister's statement in the House, that a survey is being made for railway communication, points to the probability of a railroad being shortly commenced, probably on somewhat similar lines to those given above. It is too much to expect that it will pay at first, but it will certainly do so eventually, especially if in connection with a secure commercial harbour at Famagusta, capable of sheltering fair sized vessels. The rail would

AGRICULTURAL MAP

Reduced from the Map by Gaudry & Dumont



be useful for imperial as well as commercial purposes.

AGRICULTURE.

“Cyprus is an agricultural country, and its foreign trade necessarily varies with the amount and the value of its annual harvest.” The above sentence, taken from a report on the trade of Cyprus to 31st December, 1895, shows the very great importance of stimulating this industry to the utmost.*¹ The Cypriot agriculturist is not of an enterprising nature, and is apt to say : We live as our forefathers have lived, and unless you can show us where to dispose of our surplus crops at a fair profit, we dare not extend our production, beyond what is required for our own consumption. The fact that the majority of small farmers only grow sufficient corn for the wants of their own village (no matter how much land or labour is available) must greatly limit production.

The amount of grain produced might be considerably increased, as not more than half the land that appears to be suitable for tillage is under cultivation.

The native system of ploughing is carried out with bullocks or mules, and a wooden

* 1.—The appointment of Mr. Gennadius as Director of Agriculture shows that the administration are doing all that can be done.

ploughshare shod with an iron point.*² A looker-on might fancy himself transported to a bygone age, and the picturesque costume of the peasants aids the illusion.

The old threshing floors that we read of in scripture (in which it was forbidden to muzzle the ox that treadeth out the corn) are still used, and cattle or horses are driven round and round, dragging a beam set with flints, which both tears up the straw for fodder and threshes out the grain.

The adoption of a higher system of agriculture with more modern machinery*² must give greater results; and in time to come, when a railway is made, which would probably pass through the rich Messaorian plains, lying between Famagusta and Nicosia, and the improvement in roads and internal communications, which is continually progressing, has opened out fresh ground, and greater shipping facilities have given a wider market, I confidently anticipate that the present output will be greatly increased.*³

* 2.—The report of the Director of Agriculture (30th August, 1897,) refers to "the use of more perfect agricultural implements, and especially ploughs."

* 3.—The value of the cereal crop for 1895-6 was estimated at £94,000 for the Nicosia district alone (annual report). The value of the total export was £77,000, but for 1896-7 it was only £50,000.

The principal agricultural products are wheat, barley, oats, vetches, beans, potatoes, onions, sesame, yams, carobs, olives lemons, oranges, figs, and pomegranites.

A return dealing with the averages of seventeen products, taken from tithe sources during nineteen years to March, 1897 (annual report, 1896-7), shows a large increase of all except lemons and oranges, but the export of wheat has latterly decreased considerably.

It would be of the greatest advantage to agriculture if a company could be formed with sufficient capital to purchase and work on high farming principles a large tract of land, employing modern machinery and importing a few skilled hands for supervision.

Art. 5*⁴ of the annex to the convention gives the Government the power of selling land "which is not cultivated," but there might be a difficulty in obtaining sufficient in one plot, as so much land is claimed under the old Turkish regime, by Sultan's reserves, by Mussulman establishments, and by village communities; a good deal of land so claimed is not cultivated every year, in fact it appeared

* 4.—The English Government, through their competent authorities, may purchase compulsorily at a fair price, land required for public improvements, or for other public purposes, and land which is not cultivated. Annex to Convention.

to me to be the practice of many villages to fallow yearly a certain amount of land ; some land also has to lie fallow for three successive years, to prevent the ravages of an insect.

Presuming however that suitable land could be obtained in a good district, with a proper water supply at a reasonable cost, and near the railway, which I think will surely be made at an early date, it is certain to pay, judging from an experiment that was tried under somewhat similar conditions in the adjacent country of Syria, a good account of which is subjoined, from a report by Vice-Consul Jago, published in an article on "Syrian Colonization," by the "Contemporary Review" of January, 1883, p. 133.

"Some few years ago, the wealthiest native Christian in the country,*⁵ tempted by the low price of land near Acre offered for sale by the Government, purchased a large tract containing thirty villages for £18,000. The revenue accruing to the Government was, prior to the purchase, between £T1500 and £T2000 per annum, owing to the poverty of the peasants, and consequently little production."

"Large sums were spent in importing

* 5.—Mr. Sursuk, a wealthy banker at Beyrout.

labour from other districts for cultivation, and in providing the peasants with proper means. Under judicious management the speculation paid well, as much as thirty per cent on capital, besides increasing the taxes paid to Government to £5000. The peasantry likewise benefited, being assured of protection, and prompt return for their labours."

The same authority (p. 132) gives the following extract from "The Land of Gilead," with reference to the profits of this estate.

"Mr. Oliphant gives an account of the enterprise. The investment," he adds, "has turned out eminently successful; indeed, so much so, that I found it difficult to credit the accounts of the enormous profits which Mr. Sursuk derives from his estate."

I append extracts taken from the Cyprus reports, 1895-6, giving an account of an expedient which has been adopted for facilitating the collection of tithe in grain, the working of which has proved so satisfactory that it ought to lead to greater agricultural activity.

"The method adopted was simple. The peasant took whatever quantity of grain he pleased to the tithe store, and the storekeeper furnished him with a receipt. For this, on

presentation to the collector of revenue of the the division, he was given another form crediting him with payment of taxes, to the extent of his grain lodgment, computed at the values which were periodically fixed for the purpose by this department. The advantages of the system, both to the Government and to the tithe-payer, are obvious. The Government receives prompt payment of its due, and the number of bad debts is infinitesimally small."

"To the tithe-payer the present system is of inestimable benefit. By paying in kind he pays in a currency that, when it falls due, he has always at hand, and in which he can entirely acquit himself of his debt without inconvenience, or unduly reducing his resources. With a money tithe, however, the demand, I fear, frequently came when the farmer had not the means of meeting it, without recourse to the usurer, and then it was often but an instalment that was paid, leaving the balance with its burden of interest, probably to be recovered by distraint in the ensuing season."

COTTON.

Cotton was formerly very largely cultivated in Cyprus and the crop was celebrated for its fine quality.

The extension of this crop depends a great deal on irrigation. Many ancient works, some of them in a more or less ruinous condition, attest the extent to which it was formerly employed.

In 1896 an officer of the Indian Irrigation Department, who was detailed to inspect the water resources of Cyprus, reported very favourably on the subject.*⁶

Hitherto irrigation has been carried on in many parts of the Island by the aid of judicious loans, and by the work of the villagers themselves; but a new departure has recently been made, the British Parliament having sanctioned an expenditure of £60,000 on irrigation works which are now in progress; and the Secretary for the Colonies informed the House, that he would propose a larger vote if the work proved to be, as he firmly believed it would be, a very great success. On the 8th of August, 1898, he added: "There is no doubt that there would be brought into cultivation a very large amount of fertile territory to increase the production of the Island, and to enable a much larger population to be placed on the land than there was at present."

* 6.—Mr. Medlicot, who has now been engaged to superintend irrigation works.

The annual reports show great fluctuations in the cotton exports for the years 1894-5-6, which amounted to 3940, 8123 and 3837 cwts. respectively, while the values ranged from about £6000 to £10,000. When the new irrigation works are completed a more steady return may be anticipated.

There is probably no direction, in which the wise and liberal assistance of the Home Government could obtain a better return, than by encouraging the extension of this promising industry. It will not only bring more land into cultivation, and improve the revenue of Cyprus, but the crop should find a ready market in England, where it will increase the raw material which brings remunerative employment to our abundant and ever-increasing population.

WINE.

A Government report says, "the manufacture of wine, which a few years ago was a source of wealth to the inhabitants of the hill country, now scarcely affords them the means of subsistence."

Yet the excellence of the Cyprian grape can hardly be surpassed by the great wine producing countries of Europe.

The amount of wine manufactured in
1895-6. 1896-7.

Black wine or		
mavro	2,668,711 gall.	2,407,518 gall.
Red wine.....	464,425 „	325,417 „
Commandaria	84,871 „	52,217 „
Spirits	168,736 „	149,721 „,* ⁷

Mavro, a rough kind of Burgundy, is the wine in most general use. Red wine and commandaria are too sweet for general use, but might be used as a blend. For many years mavro was spoilt by the tar taste, given to it by the method of storing it.*⁸ The skins used by transport are often pitched. A Cyprian company that was formed for manufacturing these wines on improved principles, has, I understand, now failed.

None of these wines are suited for English palates, though the best are excellent of their kind. All wines produced pay a duty of 12 per cent, and as a good deal of inferior wine is produced which it will not pay to export, and

* 7.—The following statement from the annual report shows that the quantity of wine produced is constantly increasing; for the six years from 1878-84 the average was 1,770,628 gallons; from 1884-90, it was 2,493,206 gallons from 1890-6 it was 3,102,735 gallons.

* 8.—“Three-fifths, and even more of the wine now sold at Limasol, is free from the undesirable flavour imparted by pitch.” (Annual report.)

for which there is insufficient sale on the Island, it sometimes has to be thrown away ; in this case the duty is not returned, but if the wine turns sour, or gets spoilt, a rebate of duty is given if claimed within a certain time.

In some cases the manufacture of raisins has been attempted instead. Most of the wine being manufactured by the vineyard proprietors, the method of collecting the above duty is necessarily cumbrous and expensive.

The assessment is made as follows : Just before the vintage the excise officers are sent round the wine-producing villages to take careful stock of the quantities left from the previous year. This stock-taking serves the double purpose of protecting the grower against his being charged duty again on the old wine ; and the revenue against the peasant fraudulently claiming exemption of new wine from duty on the grounds of its being last year's crop, and consequently duty paid. When the vintage is in full swing, more excise-men are sent out to the villages, and these men are experts, and can estimate the contents of a jar or vat within a quart or two. They record the amounts turned out by each villager, classifying them according to their varieties, i.e., black, red, commandaria and spirit. The

excisemen keep on the move until the vintage is complete ; then they make up their books and render their returns to the district custom houses. When all the statistics are ready, the prices of the different kinds which form the basis upon which the duties are charged, are fixed by the local administrative councils (Mejliss Idaré). Thus we will say, the price of black wine for Nikosia district is fixed at six piastres per “kuza ”*⁹ (the kuza is the standard of measurement of wine and spirit) ; if red, at five piastres ; if commandaria, eight ; and if spirit, ten piastres ; and the duties are levied accordingly.

For instance, A B has manufactured—

	Piastres
200 kuzas of black wine, @ 6 p. =	
value	1200
150 kuzas of red, @ 5 p. =	750
300 „ „ commandaria, @ 8 p. =	2400
200 „ „ spirit, @ 10 p. =	2000

Thus, value of A B vintage =P6350 0 0
the duty payable on which, at the present rate, will be P763 0 0. This he has to pay whether he sells the wine, drinks it, or whether, as frequently happens, he throws it away.

I believe that there would be a great

* 9.—A kuza is 2 $\frac{3}{4}$ gallons, a piastre is about 2d.

future for the wine of Cyprus if a rebate of duty, for export to England only, was given equivalent to the import duty charged in that country; and if a British company with sufficient capital would undertake the manufacture of the recognised classes of wines of France, Germany, or Spain.*¹⁰

The company should have sufficient capital to be able to employ the most modern machinery and most improved cellarage, to secure the services of a wine expert, to wait until the wines are thoroughly matured before putting them on the market, and to secure an influential connection for their first introduction.

We have only to turn to the recent success of a vineyard in Wales, scientifically conducted by the Marquis of Bute, to show what may be fairly expected in an infinitely better climate for the production of wine.

According to an excellent account of this vineyard in "Pearson's Magazine":*¹¹ "though the first crops in 1877 and 1878 were light,

* 10.—Both brandy and port wine are now manufactured in the Island. The annual report says that Hadji Pavlo & Sons, to whom great credit is due for improving the manufacture of wine and spirits, have been awarded a gold medal for their eau-de-vie from the Académie Nationale of France.

* 11.—"Our only Vineyard," by H. C. Fyfe, p. 449, "Pearson's Magazine," April, 1898.

and in 1879 a failure, yet in 1881 the tide turned, and a very good crop resulted. Most of the wine was sold at 60s. a dozen, but year by year the demand increased, until in 1893 the vintage of 1891 realised at auction 115s. a dozen, and was pronounced by connoisseurs to resemble a first-class still champagne."

"In the Jubilee Year the yield of the vintage was ten hogsheads of good wine."

"In 1893—that summer of hot days and cloudless skies—the vines, both at Castell Coch and at Swanbridge (where a vineyard was commenced in 1887), produced enormous crops. The yield in all was forty hogsheads of wine of the best quality, and will be worth £3000, a sum of money sufficient to defray the whole of the expenses since the vineyard was started."

"If we could only rely upon seasons in Britain like that of 1893, Lord Bute's experiment in wine culture in the open air would prove that English vine growing is a paying industry."

If the wine industry can be made to pay under an English climate, how much more ought it to be so in Cyprus, where the wines are not subjected to the rigours of an English

winter, and where grapes are already produced in the highest perfection.

TOBACCO.

Land in the Limasol and Paphos districts is known to be well suited for the cultivation of tobacco, and if it could be shown to be a remunerative crop, a good deal of land in other districts might be found to be suitable for its culture.

Hitherto the excise duty on the native leaf has been so heavy as practically to prohibit its growth: the duty on an oke (nearly three pounds) being about half-a-crown; an experiment is now however being made by the legislature to encourage the growth of this crop.* 13

The experiment is for the present limited to certain districts. The intending grower must first obtain a permit, limited to two years, and agree to sell the tobacco to Government at a fixed price; no duty will be charged on it, as the equivalent will be obtained by the sale of the tobacco.

Nothing could be better to begin with, but it contains some conditions which, if the

* 12.—Government has distributed seed for the purpose of this experiment in the villages of Omodhos and Ayios Theodoros, near Larnaca.

experiment proves successful, will probably be done away with in future.

Eventually it ought to be practicable for Government to grant permits to any part of the Island : the larger the area over which it is grown, and the greater the crop, the better for the revenue.

It would hardly pay to erect the best sorts of drying and curing houses for two years.

The fact that this crop is profitably grown in Egypt, makes it, I think, a certainty that under similar conditions it could also be profitably grown in Cyprus.

An examination of the imports and exports of tobacco shown in the annual reports is most instructive ; the imports for the years 1895-6 and 1896-7 amount to about 200,000 and 150,000 okes respectively (about 560,000 and 420,000 lbs.), this, after deducting exports, gives a proportion of about 2 lbs. a head of the population, and may be taken to be the annual consumption in the Island.

If then a good tobacco could be produced in Cyprus which would meet this home demand, the same revenue could be obtained from it (there ought to be no difficulty in collecting it in kind), and in addition to the

agriculturist's profit, the cost of the voyage would be saved and the profit of the middle-man would remain in the country.

If at some future time the industry increased beyond the requirements of the Island, it would pay to give a small rebate of duty for export only, to encourage its further growth.

HASHISH.

A valuable crop of Hemp (*Cannabis Sativa*) was grown in the Kolossi district many years ago, but was totally destroyed as an illegal crop by the colonial secretary,*¹³ who caused it to be set on fire in several places ; it burnt fiercely, and, the wind being towards Limasol, the smoke of it is said to have carried a slight stupefying effect even as far as that town, which is about seven miles off.

The medicinal properties of this plant are stimulating and intoxicating : it seems to combine some of the properties of both tobacco and opium ; the sun-dried leaf is sometimes smoked, and portions of the plant when dried are called Bhang, in which state it is used by the natives of India and other places, both for chewing and when pounded and mixed with water as a drink. Its more

* 13.—Colonel Warren.

powerful form, however, appears to be that of Churrus or resin, of the properties of which Maunder's Treasury of Botany gives the following account: "In small quantities it produces pleasant excitement, which passes into delirium and catalepsy if the quantities be increased; if still continued a peculiar form of insanity is produced."

The use of Hemp and Hemp seed as an article of commerce is well known. It will grow on almost any soil, the poorest producing the finest quality.

The crop is an extremely valuable one, for commercial purposes alone,*¹⁴ and its growth should be sanctioned under strict supervision. It is used in this country for the manufacture of sails, cordage, linen, etc., and should prove a valuable export from Cyprus to England.

The annual report shows the value of £394 for hemp manufacture imported. There is no export.

An experimental growth of Sisal Hemp was reported from Nicosia in 1895-6, when nearly 4,000 young plants were planted out.

* 14.—A pamphlet by "Cannabis Linum" says "we import into 'England' every year hemp and flax to the value of £4,000,000," besides manufactured goods "in the shape of yarns, twines, and ropes to the further sum of £8,000,000."

Perhaps this may lead to its introduction into the Island.

SILK.

The Government of Cyprus is paying great attention to the improvement of the silk industry, which is capable of considerable extension, and for which the Island is admirably suited, both by climate and the prolific growth of white mulberry trees on which the worms feed.

Sir Thomas Wardle (perhaps one of the greatest authorities on the subject), to whom some Cyprus cocoons were sent for examination, wrote in reply that they were among the finest he had ever seen.

It is quite possible that this may some day become one of the most important and remunerative industries in the Island; the quality of the best silk now sold in the markets is of exquisite texture and softness.

The export of silk cocoons has steadily increased from an average of 13,064 okes for the five years ending in 1883 to 36,026 okes, the average of three years ending in 1896.*¹⁵

This large and increasing export of cocoons points to a favourable opening for a silk factory, and the fact that the value of £1636

* 15.—An oke is 2·8 lbs.

was paid on manufactured silk imported in 1896 (annual report) emphasizes this conclusion.

Olive trees grow freely in many parts of Cyprus, both wild and under cultivation. The report of the director of agriculture refers to "encouragement, by means of granting rewards, of the grafting of wild olive and carob trees, which are met with in abundance all over the Island."

The annual report shows 3521 cwts. of olive oil imported in 1896 and only 42 cwts. exported.

Under these circumstances, the manufacture of a high class of olive oil in the country must prove a paying business.

The steady progress in the growth of olive trees is well shown in the annual report, which states that during the year 1896-7, 8555 wild olive trees from the forest were brought into cultivation by the villagers, an excess over the previous year of 5342 plants.

Orange and lemon trees flourish in a good many places, their fruit is the only agricultural produce that has not increased since the occupation. The prevalence of the scale disease may perhaps partly account for this ; the Chief Commissioner of Kyrenia reported in 1895

that “the treatment of the scale disease on the lemon and orange trees at Karava* ¹⁶ has been continued with such beneficial results that there is every hope that the danger which threatened to devastate the fruit gardens at that village has been averted.”

CAROBS.

Carob trees grow in scattered groves over the lowlands fringing the sea coast, and at a distance they have very much the appearance of low stunted oaks. The fruit of this tree is the well-known locust bean, sometimes called St. John’s bread, which, when exported, forms the foundation of many valuable patent foods for fattening cattle, etc. ; it is frequently stored, making its presence very apparent by a very strong sickly smell, which can be detected a long way off ; the pods of the bean contain in addition to the seeds a sweet substance strongly resembling wild honey. From this circumstance it appears to be most probable that this bean is the food referred to in scripture, as “locusts and wild honey,” eaten by St. John the Baptist. The insect and the bean are said to have the same name in the Aremaic, as in the English language.

* 16.—About six miles west of Kyrenia.

Though the insect is sometimes eaten, it would only have been available for food for a limited time, while the bean would have been available the greater part of the year, either in its green or in its dried state. The Cypriots manufacture a kind of treacle from it.

The husks of this plant are almost certainly those referred to in the parable of the "Prodigal Son."

This crop is, I understand, a very remunerative one, and there should be little difficulty in increasing the number of carob trees, as they grow wild in the forest, and a reward has been offered to encourage the villagers to graft them.

The crop of carobs in 1896-7 is reported to have been the best ever known. The list of exports gives 39,696 tons, value £84,626, for this year, against 34,853 tons, value £68,067, in 1895-6.

The eucalyptus tree has been grown successfully, but suffers in a severe winter.

The Agricultural and Forest Departments have done good service in extending the cultivation of useful trees, and experiments are being made in acclimatizing new varieties.

Sponge fishing, for which 54 boats were licensed in the year 1896-7, appears to be a progressive industry, as the amount of sponges collected in 1895-6 was 1425 okes, of the value of £1410, and in 1896-7 it was 4681 okes, of the value of £5068.

The increased steam conveyance by the Austrian Lloyd and Bell's line of steamers should have a favourable influence on the price of agricultural produce, by giving greater market facilities.

Locusts formerly created great destruction, but their habits are now so well known, and they are so scientifically destroyed, that they are rarely seen ; in their wingless state*¹⁷ they march straight on in large armies, and in this condition deep trenches are dug in their line of march, having oilskin screens on the far side, up which they cannot crawl ; when these trenches are quite full, others are dug further on, until all the locusts are destroyed.

The grazing tax which produces an average of about £11,000 a year, is a most difficult question to deal with, as the greater part of the country is unfenced, and the

* 17.—This is the only stage in which locusts can be effectually destroyed. The old plan was to give a reward for the eggs, but it was impossible to find all the eggs, and it was found that they were often imported for the sake of getting the reward.

destruction of young trees caused by the large flocks of goats which roam over crown and private lands alike, is greater than the value of the tax, yet any attempt to do away with it would be so unpopular as to cause serious trouble, for the custom has existed so long that it may be said to have become a right ; also these flocks of goats provide a considerable part of the food of the villages, viz., milk, cheese and meat. I believe that the Forest Department, which has done such good service, was originally created to neutralize the devastation caused by these animals.

Perhaps the best solution of the difficulty would be a constantly-increasing capitation tax on goats only. This would have a tendency to reduce their number, and might eventually lead villagers to substitute cow's milk for goat's. The efforts the administration are making to improve the breed of cows by the introduction of the best English blood must also tend in the same direction.

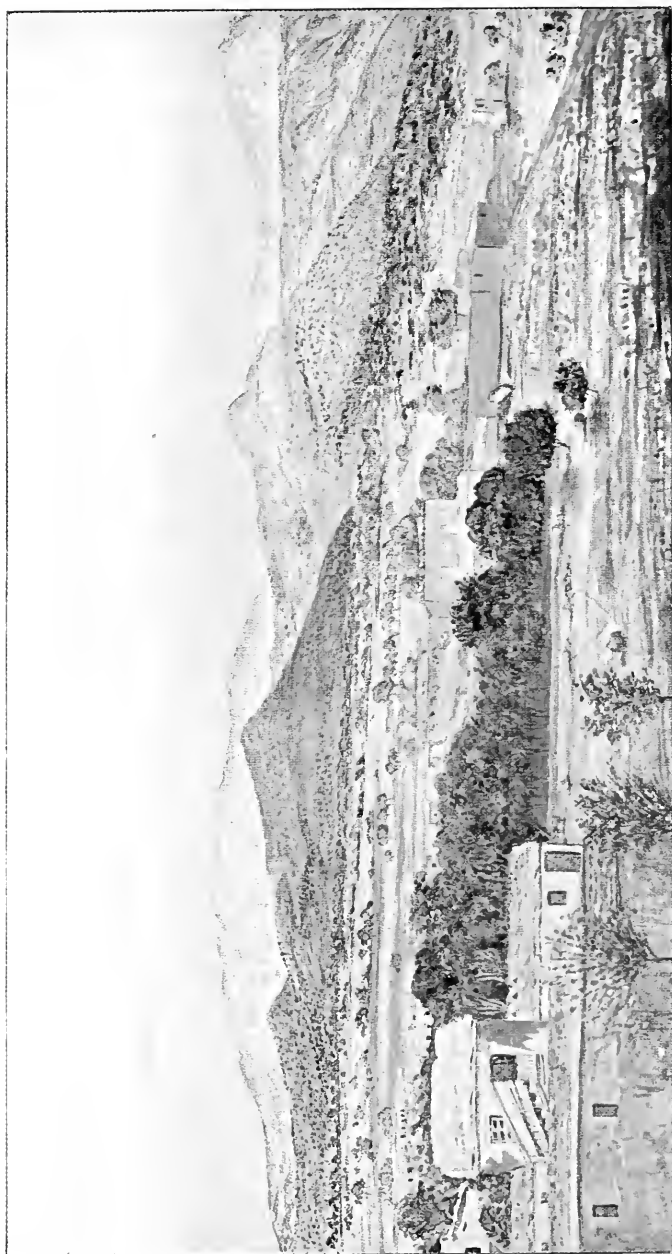
Cyprus used to be famous for its copper mines, from which it probably derived its name.

During the Roman occupation the district of Chrisoko (about 20 miles north of Cape Baffo) was extensively worked, and this

district has been continually worked with varying success to the present day.* ¹⁸

The place of the Ottoman Bank in Cyprus will, it is anticipated, be shortly taken by a British firm.

* 18.—I recently heard that much is expected from a mining venture which expects to meet a good vein of copper by tunnelling into a hill.



DISTANT VIEW OF HOGG'S BACK, TROODOS, FROM LIMASOL.
(The trees in the distance and middle distance are Carobs)

CHAPTER V.

HOTELS AND TOURS.

WHEN we consider how rich Cyprus is in antiquities and interesting associations,* ^{1a} the beauty and diversity of her scenery, and the mildness of her winter climate, I think we may fairly anticipate that the establishment of good hotels, under English management and sufficiently easy of access, would attract a considerable portion of the wealth brought by a constant stream of European visitors, and would eventually prove a paying speculation.

At present there are no good hotels.

It would be difficult to find a more charming situation for an hotel during the hot Mediterranean summer than the shady forests, sparkling streams, and extensive scenery of Troodos, 6000 feet above the sea, where the troops, and those who can afford it, pass the summer; and though it would have to be

* 1a.—The Gothic Remains of Nicosia, Famagusta, and Bellapais are strangely little known to Englishmen; yet both for the architect, the artist, and the historian, their interest is exceptionally great, and their beauty is not to be realized from verbal descriptions? Cyprus architectural remains, by H. B. Walters, M.A., F.S.A., in "Architectural Review" for February, 1899.

abandoned in the winter months, when this mountain is covered with an impervious mantle of snow, yet as the hot summer months would be a comparatively slack time in the plains, it would be easy to have hotels in both places, and to transfer most of the establishment from the plains to Troodos in the summer.

I think such an establishment, conducted as a first-class hotel, would, as soon as it became known, be used as a summer health resort by visitors and invalids from Malta, Egypt, and other countries, and it would certainly be largely used by many of the residents of Cyprus in preference to the inconvenience of taking up tents to live in, and for a summer holiday from our own shores nothing could surpass it.

An hotel at Troodos could be easily reached from Limasol, as there is a good carriage road from there to Platris, running through wild mountainous scenery, which alone would repay a visit. Platris is about three miles from the Troodos encampment, and those three miles do not, I think, offer any engineering difficulty that could not easily be overcome. A splendid position for a first-class hotel could easily be selected, the only difficulty would be the embarrassment of choice.

If the carriage road was completed right up to the land selected for the hotel, which land might perhaps be given rent free for a certain number of years, with the eventual right of purchase, there should be no difficulty in establishing a good hotel at Limasol, and another at Troodos*¹ with a good daily coach running between them for the summer months. The distance would be very little greater than between Larnaca and Nicosia, where a coach now runs, and there would be, I anticipate, twice the amount of traffic to Troodos during the season there.

Troodos can also be reached from Nicosia, via Evrikou and Kakapatria, but it is a longer distance (42 miles). The carriage road only goes as far as Peristerona (17 miles) and the ascent from Kakapatria is very steep.

HEALTH REPORT.

As the question of health is a very important one, I annex a report especially written

* 1.—An hotel company might be started, having these two hotels and the coach service under the same management, and which might also include hotels at Nicosia and other places as occasion required. All that would be required for these hotels would be perfect cleanliness, fair attendance, a bath-room, the requisite offices, and a plainly furnished coffee-room, where a properly cooked dinner and good wines could be obtained. The Troodos Hotel should, however, be of a more ambitious character, with a good *table d'hôte*, and a regular tariff, corresponding to the hotels established on the Riviera. A department for the hire of carriages, riding horses and mules might advantageously be added.

for this article by Lieut.-Col. Craig, Royal Army Medical Corps, who landed on the Island shortly after the occupation in 1878, and remained in uninterrupted practice with the troops for over five years, and I can personally confirm his report from the rapid recovery of health and strength by the men of my regiment after the short but trying campaign in Egypt in 1882.

The following is the report: "On the memorable occasion of the occupation in 1878, when the British and Indian forces landed in Cyprus, it was the unhealthy season. Only single bell tents were provided. In too many instances camps were pitched upon newly-turned soil, as at Kyrenia; in the foul vicinities of filthy and crowded towns, as at Larnaca; or in specially unhealthy places, such as Chiflik Pasha. All these errors were, I believe, committed upon the advice of a leading local practitioner, whose views about 'pernicious' forms of fever were stale echoes of a past day of medical learning or ignorance.

"But when more deliberate selections of sites for camps, and the ceaseless devotion of the commanding and medical officers to sanitation had had time to influence health questions—when unlimited supplies of brilliant water were

led to the barracks—say by the time the Egyptian campaign ended, and the pale, languid soldiers, who had gone through its hardships, had landed in the Island, only those who saw new colour stealing into worn cheeks, and fresh elasticity coming into dragging limbs, can properly estimate the health-bearing character of the air, the water, and the life generally in Cyprus.

“As for children, the place might be made the Crèche of the whole world for them.

“I remained over five years in Cyprus, passing four hot seasons in the plains. I had charge of women and children nearly all the time, and there was no instance of a death amongst young people, until the very morning upon which I embarked for home. I myself, despite shooting regularly in the salt swamps, and jungly valleys, in pursuit of snipe, duck, woodcock, and other game, never knew what it was to have so much as a malarial headache. Given ordinary conditions of cleanliness, the fevers of the country, which can easily be guarded against, are very light when contracted, and prove to have left no impression when once cured.”

Cyprus offers many advantages as a winter resort for visitors. The months of December and January are generally rainy, when it is

difficult to ride on unmetalled tracks, but the months of February, March, April, and May are pleasantly warm, generally with a bright sun, accompanied by a cool breeze, and these are the months when visitors flock to the Riviera, and other sunny places.

At this time the country is everywhere most beautiful, the green blades of grain just springing up, give it an emerald tint, as they burst into life in every available place ; while the wild flowers that lay dormant under the intense heat of the mid-summer sun, now spring up in ever varying succession.

Flowers not unlike the crocus first appear, then a species of mandrake, with flat plate-like leaves and violet flowers, anemones of many colours, the asphodel and cyclamen gladden the eye. The gladiolus and many species of orchids are often found. The borders of every stream are fringed with oleanders, and maiden-hair ferns grow in profusion wherever they are bathed by the spray from the many falls, that at this time of year are swollen by mountain torrents rushing to the sea. Carobs (or locust bean trees) dot the plain, looking at a distance like stunted oaks, occasional groves of olives, and near the coast a few date palms give variety to the scene,

which has everywhere a background of distant mountains, and occasional glimpses of a sapphire sea.

The months of June, July and August are very hot in the plains, which then have a burnt-up appearance. The great heat of summer seems to act on vegetation in the same way as the cold of winter does in England, arresting its progress, and giving plants their needful period of rest in summer instead of in winter, but at this season of the year the hills are covered with the myrtle and cistus (or rock rose) in full bloom. In the early morning the sun beats down with almost tropical heat, but at about eleven o'clock, a cool sea breeze sets in near the coast, which greatly tempers the heat, and renders it not unbearable for Europeans.

There are a great many objects of interest in Cyprus, and when they become more easy of access by the establishment of hotels and railways, they are sure to attract the scientific and lovers of the picturesque.

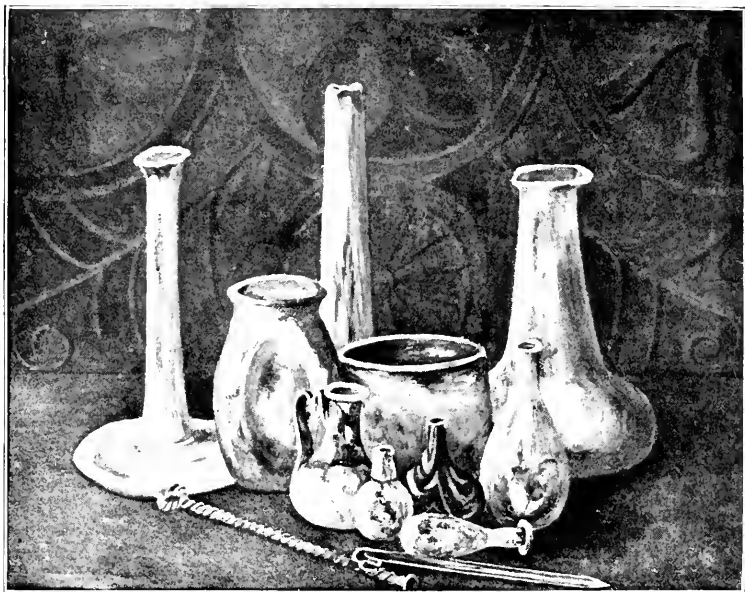
The sites of many ancient towns are well known, and the inhabitants of those days, believing in the return of the soul to the body after a certain period of time, made preparations for it by burying their dead in airy

tombs, with costly objects around to console it on its return. Consequently the vicinities of these old towns contain a vast number of tombs or sepulchral caves with a closed entrance, which are rich with gold, glass, and pottery of extreme antiquity, the latter being confined to sepulchres of the poorer classes.

Formerly permission could be obtained from Government for exhumation, all objects found being fairly divided between the Government Museum and the exploiters. Excavations have lately been made (in the Famagusta district) for the British Museum by Dr. Murray.

The age and nationality of these burial places can be roughly estimated from the concentric circles on the pottery, an ornamentation which was characteristic of the Phœnicians, and which the Romans, who drove them out about 58 B.C., did not adopt.

The glass ornaments found are so old that they have become iridescent from the decay of the glass, which peels off in thin layers of most brilliant colours on exposure to the air; the composition of the older glass objects differs from that of the glass of the present day. In some cases it is extraordinarily light, in others it is of semi-transparent whiteness, with



PHENICIAN GLASS.



Bronze

PHENICIAN POTTERY
EXHUMED FROM TOMBS AT SOLE AND KOLOSSI

numerous small cracks in it, which probably occurred in the process of cooling. The author has a specimen which appears to have been made by fusing several sorts of glass of different shades together without mixing them, so that they form a natural pattern.*^{1a} (See illustration.)

Most of the glass is of the well-known shape called tear bottles, as they are supposed to have contained tears from friends to console the departed on the expected return of the soul. These are of all sizes, a few of them being of elegant formation, not unlike some of the Venetian forms of the present day.

Gold ornaments are scarce. There are a few copper articles. The pottery is, however, the most plentiful. In some cases it is of a rich terra-cotta colour, and the concentric circles which distinguish the Phœnician manufacture are often very perfect and of beautiful design.

Good specimens of these exhumations can

* 1a—"Ancient art in Cyprus may be roughly divided into three periods:

1. Primitive and bronze age remains, together with imported 'Mycenaean' objects, before 700 B.C.

2. Græco-Phœnician and Hellenic remains, 700-300 B.C.

3. Hellenistic and Roman age, from 300 B.C.

"These three periods are clearly defined by the shape of the tomb and the character of their contents." From an article in the January number of the "Architectural Review," by H. B. Walters, M.A., F.S.A. For an excellent account of the tombs, glass, and pottery of these periods the reader is referred to the "Architectural Review."

be seen in the museum at Nikosia.

So much has been done to improve the roads in every district that a light carriage can now travel to most places of interest, but a riding party or a single mounted traveller could pass a month or more most agreeably in Cyprus, and be perfectly independent of hotels, going everywhere by the shortest routes, and through the prettiest scenery, if provided with a tent and mules; the latter can generally be hired on reasonable terms, both for riding and baggage, and the driver who looks after them acts as guide and general servant. The head man of a village will generally provide the best accommodation available for visitors, but in spring and summer a tent will be found infinitely preferable; it would be advisable to carry wine, groceries, and some provisions, as little can be depended on in the villages except native bread, cucumbers, eggs, fowls, occasionally a turkey, and a kind of sweet cheese made from goat's milk.

Nothing could be more enjoyable than such a trip, undertaken in the bright balmy spring weather of Cyprus, especially if provided with horses or good riding ponies, which can sometimes be secured by the assistance of friends; but the rainy season should be avoided

(see page 89) and the hot months would be best passed in the shady groves of Troodos.

A description of the principal places and routes of Cyprus will best convey a general idea of the scenery.

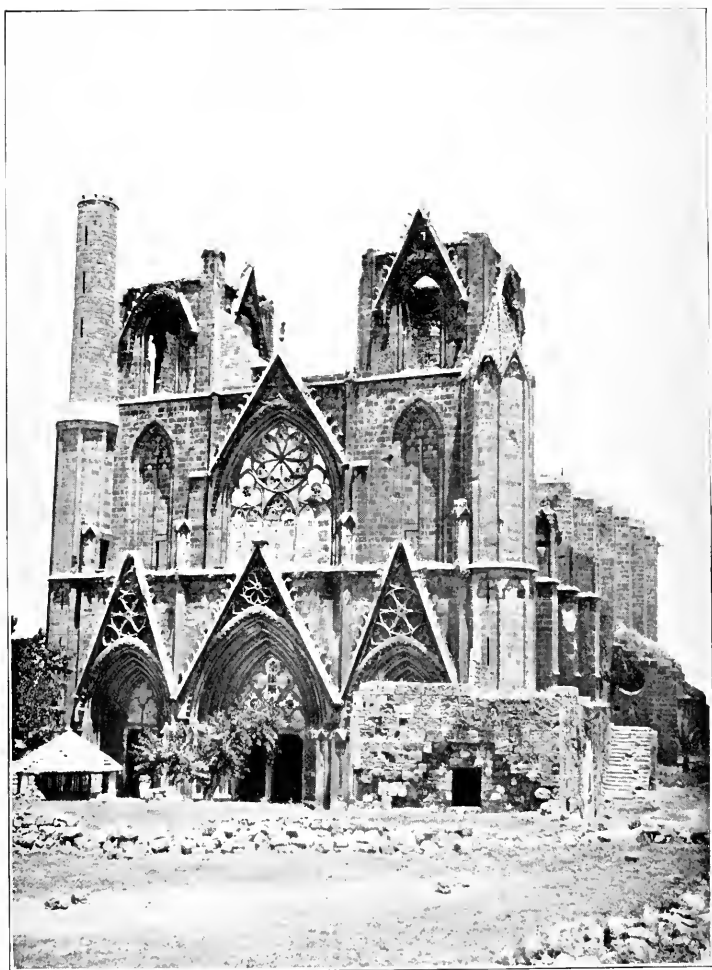
The conformation of the Island can be gathered from a brief inspection of the general map (page 25), which shows two ranges of mountains running along the north and south coasts respectively, leaving a nearly level margin of varying width between them and the sea. Between these two ranges a plain runs from Famagusta to Morphou Bay, broken only by small elevations towards the centre, near which lies Nicosia, the capital. Of these two ranges the southern is the most important, occupying as it does the west of the Island also, and its highest point, Mount Troodos, having an elevation of 6500 feet above the level of the sea. The northern range ends at Morphou Bay, its highest point, St. Hilarion, having an elevation of 3340 feet above the sea.

I will begin my itinerary with Famagusta district, for although the neighbourhood comprises at present only a few unimportant villages, yet the time must come when its importance will be recognised; and when its

greater harbour has been made, it will be the only important harbour in the Island, railway communication will be sure to follow if it does not precede it, the adjacent site of ancient Salamis (about five miles north of the fort at Famagusta) must ever be a place of the greatest antiquarian interest,*² and the ruins of the aqueduct there will surely be some day repaired, greatly increasing the value of crops on this part of the Messouarian plains.

When Famagusta harbour becomes, as it must, if Mr. Ormiston's plan (page 48) is carried out, the chief port of the Island, a large town is sure to spring up, for which the sunny slopes of that spur of the Carpus Range that shelters the northern coast of the bay, offers exceptional opportunities, for it has an aspect similar to the Riviera, with the additional advantages of being in a more southerly latitude, and of overlooking a large sheltered bay, instead of the open sea. The entrance to Famagusta Fort is over a draw-bridge crossing a deep and broad ditch beyond which the road passes under a massive archway, from whence the first view of the interior

* 2.—Salamis must not be confounded with the island of the same name in the Grecian Archipelago, celebrated for an ancient victory of the Athenian fleet.



WEST FRONT OF ST. SOPHIA, FAMAGUSTA

From the *Architectural Review* of February, 1899.
(By permission)

is obtained ; this cannot fail to impress the observer with wonder and surprise, as far as the eye can see there are masses of gigantic ruins, principally of churches, so dwarfing the low mud huts of the natives, that at the first glance it seems to be a city of ruins. The finest of all, St. Sophia, has been partially restored as a Turkish mosque. Standing as it does in the midst of ruins, over which it towers, the principal front stands prominently forward, and it has all the appearance of a venerable ruin itself, the pinnacle on the left side having entirely disappeared ; while that on the right is perfect. The windows of the upper part are nothing but shells, and the upper portion itself is in a most dilapidated condition ; but the grand central window which occupies the whole space above the low arched doorway, still retains its pristine beauty ; and its stone fretwork and graceful tracings are perfect. Entering the massive doorway, which is very handsome, one is surprised to find oneself in a mosque in perfect repair. Going up to the roof by a narrow staircase on the left, you obtain a fine view of Famagusta and its suburbs, and from this point you perceive that the lower portion of the building only has been roofed over, the upper having

G

been left untouched ; and that the windows are filled up with clay, perforated in every direction, with holes in different patterns and devices, the light shining through, which has a very pretty effect.

The following extract of the architectural details of this building are taken (by permission) from the "Architectural Review" for February, 1899, by H. B. Walters, M.A., F.S.A.

"The Cathedral of St. Sophia resembles in plan and arrangement that of Nicosia. The west end terminates in two fine towers with a triple doorway between ; there is a chapel on either side. The nave consists of seven bays with circular columns, and the choir ends in a chevret of five bays as at Nicosia. The style throughout is later in date than that of the last-named church. The aisles have flat roofs and end in aspidal terminations to the east ; between the bays are flying buttresses. The windows are nearly all of four lights, with geometrical tracery ; those in the clerestory have two lights, and the west window, which is a very fine composition, six.

"The nave-piers are no less than 5 ft. 4 in. in diameter, and these are surmounted by very small caps which seem to be quite out of pro-

portion. Among the most interesting features is a stone let into one of the buttresses on the south side, which records its dedication in 1311. In the chapel on the same side at the west end, a painted inscription of "1384" is beneath the window. On a boss at the intersection of the vaulting in this chapel is a shield, surrounded by a wreath of roses, with the arms of Jerusalem."

About a mile southward of Famagusta fort, the little village of Varoshia, where the commissioner of the district lives, is pleasantly situated among orange and lemon groves, commanding a view of the sea.

The road to the town of Larnaca, which is about twenty-five miles south-west from Varoshia passes through this village; Larnaca, though an open roadstead, is at present the most important seaport in the Island, and there is a good direct road from it to Nicosia, the capital, about twenty-seven miles distant, but the anchorage is insecure and shallow, and vessels of any size have to lie some distance off. If proof was wanted that the shore is gradually receding, it could be found in the articles that have been discovered buried in

the sand some distance from the sea, evidently relics of passing shipping.*³

Larnaca may be said to be divided into two parts; the more northern part contains a convent, while that nearer the shore contains the business and official premises (see plan on general map, p. 25).

From Larnaca a traveller may either proceed further west to the roadstead of Limasol, the anchorage of which is unsafe in south-east winds, or to Nicosia in the interior.

The interesting Church and Monastery of the Holy Cross are passed on the road between Larnaca and Limasol. The surrounding country is mountainous and picturesque in a marked degree, and riding along a valley south of a considerable mountain range, the traveller looks down several fertile yet lonely watercourses to the sea south of the Island. Monte Santa Croce is the loftiest of four or five conical hills which cluster in this vicinity. Indeed, whether approached by land or sea, it

* 3.—I heard the following story from a reliable source at Larnaca. Many years ago, valuable and very old gold coins began to be noticed with surprise in the market; after a time these became so frequent that suspicion was aroused and enquiries set on foot, which resulted in the discovery that a peasant had found what must have been a chest of these coins, buried in the sand in such a position that there was little doubt that they were the residue of an ancient wreck, or had fallen overboard ages ago from some passing ship.

constitutes one of the most striking landscape features in the Island. The sacred buildings on the top consist, as is usual in such cases, of a well-built church and some accommodation for monks and their establishments—clerical, family and social. There is a marked sense of loneliness about the locality; but this must have been far more noticeable when Saint Helena was privileged to be the bearer from the Holy Land of that “True and Veritable Fragment of the Holy Cross,” around which the whole system revolves. In those wild and troublous days, there would have been little use in accumulating wealth in any form in so unprotected a place, for hospitable or religious purposes, unless local peculiarities had been availed of for the protection thereof; and, further, unless the religious community had fully recognised their duties, as members of a specially militant church. The Sacred Fragment was duly deposited in the strong building at the top of the conical hill, which is 2300 feet in height. But not only is the top of the hill very limited in extent, but the difficulties of feeding and providing water for the community began to be felt in recent times to be an unnecessary burden upon the labours and resources of the good priests and their

helpful disciples. At last a compromise with the circumstances was arranged. A second set of ecclesiastical buildings was raised for the purposes of regular worship and the living and hospitalities of the monks, this time at the foot of the hill. If the traveller be merely in need of rest and refreshment for himself and his beasts of burden, he finds all without the unnecessary fatigue of ascending the hill. But if the desire be to see the church at top, and to bow before the curtained alcove where the sacred relic is sheltered, he has only to ask for conduct, and it is provided for him, one or more of the brethren of The Holy Cross being delegated to accompany him, and show him what he can be permitted to see. The ascent is necessarily steep and rough ; but the exertion of making it is splendidly recompensed, both by the splendour of the view in all directions, and by the interest of relics which seem to radiate some of the keen and solemn interest which for years they have absorbed from the worship of believers.

A friend who had had an opportunity of serving (almost to the saving of his life) a very worthy Archimandrite at the time of the British occupation, and who had, in an exceptional degree, the freedom of all the churches

and monastic communities in Cyprus, tells me that for him the sacred silken curtain (to be permitted to bow before which is all the honour most of the visitors can hope for) was reverently withdrawn, the silver casket-doors were, with many genuflexions, opened, and at the suggestion of the senior priest present, he took off a diamond ring and respectfully pressed the stone to the actual grain of the wood of the reputed holy relic. At the same time he was allowed to make a choice amongst several pictures, and took one which is believed to be of the school of Justus of Padua. The merit of the relic as a work of art can hardly be surpassed by any master of that period. Many valuable pictures are still stored there, but it would be difficult to persuade the monks to part with them.

I will take the route from Larnaca to Nicosia first, on account of the importance of the latter as the capital, and that a good coach road connects the two places, and also because it will almost certainly be a terminus of the first railway that may be started.

The journey by coach has little to interest the traveller except the evidences of volcanic disturbance, until a view is obtained of Nicosia, prettily enshrouded in trees, through and

above which its minarets and buildings are seen. A visitor will enjoy a stroll among its quaint old mediæval houses, and an antiquary will revel in many a gem among its old buildings.

The residences of the governor and chief officials are here. The museum contains many valuable specimens of antiquities that have been exhumed from its ancient capitals.

The mosque of St. Sophia, formerly a Christian church, is noted for the beauty of one of its windows, and is the principal sight in the Capital.*^{3a} The beautifully arched door of an old Christian church, now a granary, deserves a careful inspection.

Several expeditions may be made from here. The ruins of Buffo Vento are well

* 3a.—Extracts from article by H. B. Walters, M.A., F.S.A., in "Architectural Review" of February, 1899.

"The plan is that of a French Church of the thirteenth century, with nave, aisles, apsidal, chancel and two eastern towers with porches and façades. The style corresponds to the English Decorated throughout. The chancel is semi-circular inside, and semi-octagonal outside, forming a five-sided chevret. The nave is of six bays, the columns being circular with octagonal caps and bases. The aisle windows are large single lights 7 ft. 6 in. high, and are now all filled in with wooden tracery, not an ineffective substitute for stained glass. Two points call for notice, the absence of transepts and triforium, and the flat roofs of the nave and aisles. Of the two western towers, the one on the south is destroyed and its place taken by a minaret. Between them is a fine west window of six lights, with geometrical tracery in the head, in perfect preservation. The porch, the most interesting feature in the church, consists of three doorways, each 12 ft. 6 in. wide."



INTERIOR OF ST. SOPHIA, NICOSIA.

From the *Architectural Review* of February, 1899.
(By permission).

worth seeing. Those who do not mind a climb should ride about east through the village of Mia Millia, then north past the monastery of Hagios Chrysostemos until the foot of the peak is reached, on which a ruined castle stands; the rest of the way must be done on foot.

About six miles north-east from Mia Millia lies the village of Kythrea, whose green and well watered gardens are supplied with water of unknown origin, flowing in a perpetual stream, from a tunnel in the rock.*⁴

A carriage-road leads from Nicosia to the pretty little harbour of Kyrenia, charmingly situated among mountain scenery; the harbour has been much improved, but it is still only capable of accommodating small vessels; to your right, looking seaward, is the Venetian fort, now used as a prison, and still further to your right a high promontory, forming one side of a small bay, juts into the sea, the end of which is surmounted by some remarkable caves.

The road from Nicosia to Kyrenia passes within a short distance of the entrance to the old mountain fastness of St. Hilarion, a visit to which should by no means be neglected. It

* 4.—An aqueduct used to convey water from here to Salamis.

is reached from the road on foot by a steep but easy slope.

In olden times, when a raid from the sea occasionally took place, the flocks and herds in the vicinity were driven into this stronghold, which must at that period have been a place of great strength, even now, as you look from its ruined towers on to the sea 3340 feet below, you can realize what it must have been.

The old monastic ruin of Bella Pais is situated near Kyrenia, part of it is in good preservation, especially the fine old refectory and reading pulpit. * ^{4a}

A pretty and interesting ride may be taken past Bella Pais (the greater part of it running between the sea and the base of the Carpus hills), to Famagusta via Hyar Grosh, Akanthu, Kantara, and Tricomo (see Chapter VI.).

The ride from Kyrenia to Morphou through the picturesque villages of Karevas, Lapithos, Vasilia and Myrtou (near which is the monastery of Agios Pantaleimon), is a very pretty one, part of it winds along the coast at the base of a picturesque range of hills, its sunny caves and rocky dells, bright with many

* 4a.—“Next to Nicosia and Famagusta, the most important Gothic remains are to be found at Bella Pais, romantically situated on the north side of the Kyrenia camp.”—“Architectural Review.”



GENERAL VIEW OF BELLA PAIS.



ABBEY OF BELLA PAIS (RUINS).

flowers ; the village of Levka lies about 13 miles south-west of Morphou.

Troodos could be reached from Myrtou via Evrikou.

A visitor should by no means omit a visit to Troodos, during the summer ; when the hot weather sets in the troops and all who can get away encamp there at an elevation of 6000 feet above the sea ; at that season the climate is most enjoyable, with bright sunny days rarely too hot, and cool, sometimes cold, nights.

The tents of the troops form a city of canvas, surrounded by magnificent pines ; here and there the encampments of private families gleam through the dark foliage, and from every coign of vantage views are obtained over forest-clad hill and dale, or over a sparkling mountain stream far below, on to pine or vine-clad hills, and the distant sea.

From the summit of Mount Olympus, 500 feet above the Troodos encampment, a magnificent bird's-eye view can be obtained nearly all round the Island, which I will endeavour to describe.

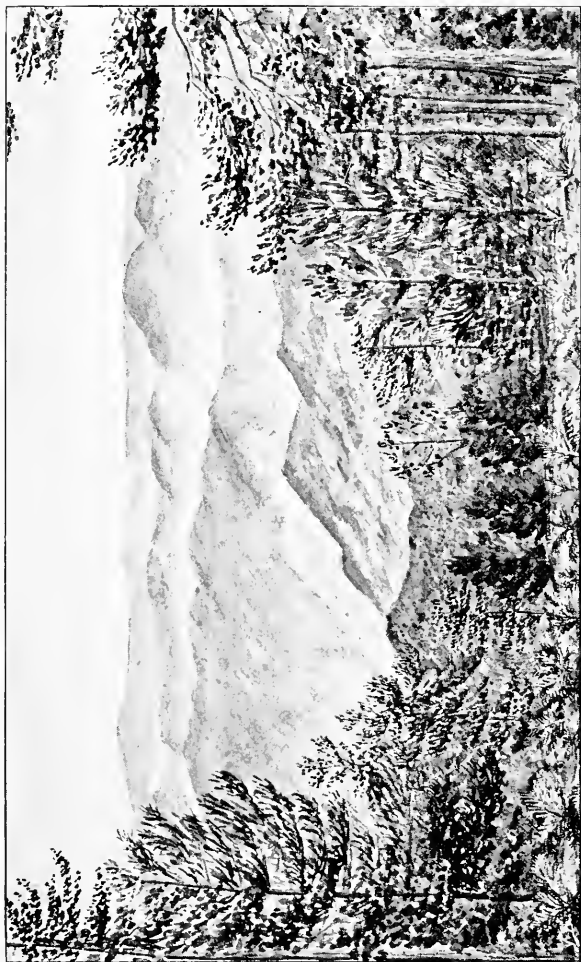
Facing about north-east a gap can be seen in the near hills, through this the road to Nicosia runs, and more to the right, dimly visible among clumps of trees, lies the town

itself. Working round now towards the left, the Carpus range hides the coast line with its hills of many fantastic shapes, particularly



Curious Rock in Troodos Forest.

noticeable among which are St. Hilarion, Buffa Vento and Pentedactylon (see sketch on page 56). Still more to the left, facing north, the



FROM TROODOS AND PRUDRUMMO ROAD.

Carpus range ends, and you look on to the white sands of Morphou Bay, across the sea on to the mainland of Asiatic Turkey, with a distant view of the Taurus range; still to the left the eye travels over masses of verdure on to the fertile districts of Lefka; now facing west, the districts of Chrisokos and Paphos are hidden by many picturesque ranges of hills, until facing south glimpses of the road to Limasol can be seen, winding past distant peeps of vineyards and villages, on to its white houses close to the sea; then facing east you see in the distance the town and shipping of Larnaca, and far beyond, dimly visible, Famagusta and the eastern end of the Carpus range.

There are many delightful rides and walks about Troodos. From the high ridge overlooking Limasol^{*5} an extensive view is obtained over the plains to the sea, about thirty miles away. From another point you get a view of the picturesque village of Killarni, or you can go in another direction towards the village of Prudrummo, on the way to which a view is obtained looking on to range beyond range of hills, until they are lost in the haze of distance, or past some curious black and barren cliffs,

* 5.—See page 85. The centre part of the distant mountain forms what is called "the hog's back," where the troops now encamp.

whose absence of vegetation contrasts strongly with the verdure around, on to the Nicosia road, a mountain track running through forests with distant glimpses of the sea.

Everywhere you pass through sun and shade, over a dense covering of red pine needle dust, the accumulation of centuries, along the edge of bright sparkling streams, often broken by cascades; you can walk for miles through woods, over hill and dale, and if you are an artist you will find innumerable subjects for your brush or pencil.

The illustration appearing on page 108, taken on one of these excursions, shows a rock curiously lighted up by the setting sun, having a grim resemblance to a human figure.

Whether riding or walking you are exhilarated by the bracing air and the bright sunshine, until the cool shades of evening warn you to return.

Platris, the first village on the road to Limasol, is reached by a bridle road from Troodos.* ⁶

A short deviation from the route, through pretty scenery and groves of *Arbutus*, with an

* 6.—Passengers who could not ride, used to be conveyed over this three miles by mule, on what was called a *kakoli*, which held two people in a reclining position, one on each side.



TROODOS, LOOKING TOWARDS KILLARNI.

undergrowth of Myrtle, leads to a very pretty waterfall, a favourite resort for picnic parties.

From Platris there is a good military road to Limasol (see page 86).

There is also a fair road to Limasol from Nicosia past Corphinou, with a good bridge near Nisso; Polymedia, where the military are encamped, is about three miles from Limasol, where a few of the Commissariat and Engineers are stationed. Crossing a small stream (in wet weather a torrent) a short ride or walk brings you to the salt lake, a favourite resort for sportsmen. This lake formerly used to give a good supply of salt, but is now seldom worked.*⁷

It is not improbable that it was at one time a harbour, as the remains of masonry there have all the appearance of having once formed part of the sea face, or entrance, but all this coast is gradually silting up, and it is now a shallow lake.

On the south side of it there are some ruins of a temple, said to have been partly destroyed by an earthquake.

There is also a very small village in the vicinity of this lake, called Scherhen Schifflich, or the Circassian farm, which has a curious history.

*7.—The principal salt works are at Larnaca.

Some forty or more years ago several Circassian families fled from the Government of the Czar into Persia. Fearing the displeasure of Russia, the Shah drove them over the frontier, where the Turks gave them an asylum.

About the year 1848, colonies of Circassian Georgians, and other nationalities, that had found refuge in Turkey, were planted in different parts of the Ottoman dominions, and the families allotted to Cyprus were given land at the Circassian farm, some people say to get rid of them by the unhealthiness of the neighbourhood. However this may be, it is rumoured that no child has been reared to maturity there, and the consequence is that the colony is fast disappearing, if it has not already done so.

Skirting the salt lake in a westerly direction, a visitor would reach the ruins of the castle of Kolossi, which has most interesting historic recollections, for Richard Cœur de Lion made it his residence when he captured Cyprus, and his marriage with Berengaria took place there (see history, page 20).

The tower of this castle, with its thick and massive walls, is still in good preservation.

In 1882, a lady took advantage of one of

the moonlight nights which are so brilliant in Cyprus, to give a romantic ball on the flat roof of this tower, which was most successful, most of the guests riding there and back. The dancing was on the roof, lighted only by a bright moon, and the supper in the chamber below. Close to the old castle there is a pretty waterfall about which the maiden-hair fern grows in natural clumps.

About twenty-five miles further west from Kolossi lies the district of Paphos. The land on which some years ago an attempt was made to form a Jewish colony, lies a mile or so inland from this route. It was supported pecuniarily by friends in England until it was found that the class of people sent out were not agricultural, and as they did very little for their own support, the paymasters at home eventually got tired of a thankless office, and the would-be colony collapsed ; but the Jewish question has reached a phase in Europe which makes the experiment decidedly interesting.

Paphos, it will be remembered, is the mythological birthplace of Venus, and on the supposed anniversary of this event, bathing in the sea at Paphos Bay, near Cape Baffo, is popularly supposed to have some mystic power of increasing the attractions of female bathers,

and the place where it is believed she rose from the sea is known as Venus's bath.

At Palea Paphos, whose modern name is Kuklea, the Titanic remains of the ancient temple to this goddess can be seen.

An amusing story is told of Cesnola, the American consul, who may be called the father of Cyprian explorations. He is reported to have found a valuable statue at Paphos, to which place he had gone by sea, and anticipating difficulties in the way of embarking it, he had it laid out as the corpse of one of the sailors, and duly packed in a coffin; it was embarked with great solemnity, accompanied by a funeral party.

Those interested in mines should not fail to inspect the mining district of Chrysoko, a visit to which may be undertaken from Ktema (Nea Paphos). The old Roman works were in the neighbourhood of the former place, where copper mining is still being carried on.

It would be advisable for an intending visitor to obtain an introduction to a manager there. The distance from Ktema to Chrysoko is about twenty-five miles, and the return journey may be made by a pretty route along the coast almost to Levka, about thirty miles, and thence via Morphou to Kyrenia.



KYRENIA PASS.

See page 121.

CHAPTER VI.

TOUR FROM TROODOS TO
FAMAGUSTA.

ON Tuesday, 2nd October, I started from Troodos on a riding trip to Kyrenia, Famagusta, and the adjacent country. I had been unsuccessful in securing a native servant, and, at the last, my three mules and two muletiers, which I had engaged at Nicosia, failed to appear; but, having made all my arrangements, I was not going to wait if it could be helped, so sent for the Commissariat mule contractor, to see if he could provide mules. Fortunately he had three available, but only one man, and this man could only speak Greek, which was more than I could do. However, I managed to commit about a dozen Greek words to memory, such as eggs, bread, chicken, barley, straw, water, etc., and in the course of my journey I extended my vocabulary. At 10 a.m. I started, (riding Clarion, my English thoroughbred, and accompanied by my faithful

retriever, Jack,* ¹) the man riding one mule, and leading the two others, and a spare pony behind him. On these I had packed a double bell tent, bedstead, small table, washstand, camp stools, bath, and box of provisions. The morning was perfect—a bright warm sun, tempered by a cool breeze, and lots of shade, and as I rode along the Nicosia track (I cannot call it a road), with its distant views of the sea through the foliage of pines, I felt very contented. By and by we came to the descent of Kakopatria, and I knew when my muleteer dismounted and from what I had heard, that it would be pretty steep and stony; so I followed suit, and after leading my horse for about two miles through a track that resembled the bed of a mountain torrent more than anything else

* 1.—Jack was a very handsome wavy retriever, with a cross of thoroughbred Newfoundland; no more faithful companion ever existed. I give one instance (out of many) of his intelligence and faithfulness. I was giving a picnic at Troodos, and among other things had sent a small cask of beer on, loaded on a mule. Riding on shortly afterwards I found that the mule-driver had deposited the cask temptingly near to the camp of a detachment of soldiers, and no inducement could persuade him to reload it. At last in despair I threatened him with a heavy rope, which I took from the pack saddle of his mule. Up to that time Jack had been an interested spectator of the proceedings, but directly he saw me threaten the driver he hesitated no longer, but sprang with one bound at his throat, knocking him over and holding him down, but without hurting him. The man in piteous tones begged me to take the dog off, and he would take the cask anywhere. I at once called Jack off, and had no more trouble with the muleteer, who was more frightened than hurt.



FROM NICOSIA ROAD (NEAR TROODOS).

—now winding round spurs, now suddenly descending at an angle of 30 degrees—we came at last to some level ground, and reached Kakopatria about one o'clock. The villages of Cyprus need but little description ; they are all the same, as a rule—a mass of flat-roofed mud huts, with a narrow tortuous lane, generally formed of huge boulders and masses of rock, which does duty for a street. The larger villages have a mosque, or a church, with some attempt at a spire. This village differed from others, as the street was the bed of a sluggish and unsavoury-looking stream, with rather more than its share of rocks. After passing two more villages, we got to Evrichu, where I decided to lunch and feed the horses. Here I was shown a very clean-looking native house, and after seeing the horses attended to, found my Greek was good enough to procure me some native bread, and excellent new-laid eggs, on which I lunched. Started again about three o'clock, expecting to make Morphou that evening, and on to Kyrenia, following the coast road, the next day ; but, as the evening began to draw on, I found we were getting farther and farther from the sea, crossing the broad alluvial plains, towards the Carpus range that I had so long looked down on from

Troodos. It was no use my trying to explain to the muleteer that I wanted to go to Morphou; he either would not or could not understand, and the only thing I could do was to follow and take my chance. Eventually we arrived, after dark, at the village of Zodius, and after picketing the horses in a yard (the sheds were too hot and dirty), I looked about for a place to sleep myself, but could not find any; so there was nothing for it but to pitch my tent, an operation I thought I thoroughly understood. But I found it one thing to pitch it with trained soldiers, and quite another thing to do so in the dark, by the light of two rushlights always half-blown out, with only one man to assist you who had never seen a tent pitched before, and who could not understand a word that was said. However, I succeeded at last, and soon got my things put up, and made myself comfortable.* ²

October 3rd.—Started after breakfast—

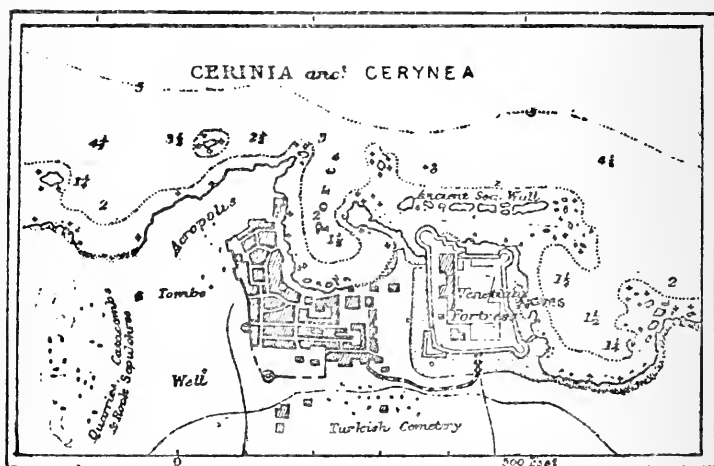
* 2.—I left Jack in charge of the tent while I went to look after the horses and mules, tying him up within a few inches of the provisions to prevent him from following me. On my return I found him in great excitement standing over them with his tether broken, and from the confusion in the tent it was evident that one of the pariah dogs of the village had attempted to walk off with them. Poor Jack could not quite reach him, till in his indignation he had burst his tether, gone for that pariah, and rescued the provisions. I never tied him up again, but always put the eatables specially under his charge with the most perfect confidence.

found the muleteer took two hours to strike tents and load mules. Track passed over desolate and barren country, and the heat was intense ; muleteer appeared to have lost his way once, but on inquiry from a native we went across country, and found it again. Eventually we made the little hamlet of Silouria about two o'clock, and were glad to get shelter and feed the horses. The Greek made signs that his head was too bad to go on, so I pitched the tent.

October 4th.—I determined to get off earlier this morning. Woke the muleteer myself at 4.30 a.m., and saw horses fed ; but it was close on five before they got their food ; water had to be drawn from the well ; the host had to be roused to weigh out some barley (krethari), and, after all, it was seven o'clock before I could get the mules packed and start, and then the pony, who was being led behind, gibbed at the low gate and pulled the pack-saddle off the last mule, which involved another twenty minutes' delay, and, as from eight to twelve is generally the hottest part of the day, for the future I quite gave up the idea of starting early.

I found the slow rate of travelling very tedious, but it was hopeless to find the track

—road there was none—except by following the baggage. The mules only went about five miles an hour, and nearly every hour a stoppage took place, to rearrange the loads. On this occasion, after keeping with the baggage for an hour, I could see, in the far distance, a place where the road from Nicosia to Kyrenia

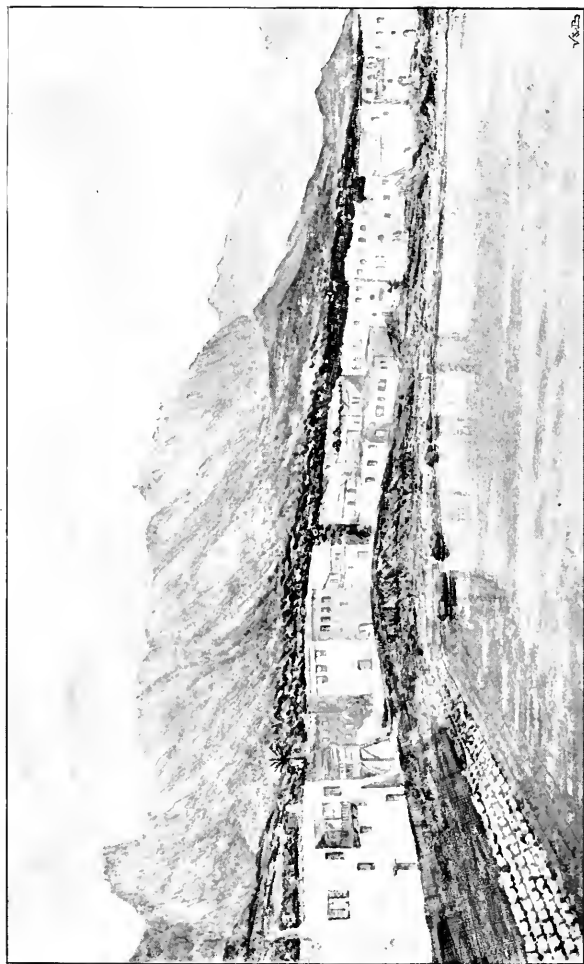


Line Plan of Kyrenia.

passed over a gap in the crest of the hills in front, and took an early opportunity of riding on. The gap proved to be farther off than I thought, but the country not less barren. The track passed through occasional groves of fir trees, and as I got nearer they became picturesque with wooded spurs and fantastic

* ST. HILARION.

✱



KYRENIA.

crag. At last I reached the road I had seen in the far distance, which proved to be a good carriage road, and soon after passing over the highest point, I came to a finger-post with "Kyrenia, five miles" marked on it, and rapidly descending the mountain pass, through pretty scenery, along a capital road, with a mountain stream visible in the distance below, I soon came in sight of Kyrenia and its little harbour nestling on the sea, and on arrival I was hospitably entertained by the Commissioner, my baggage arriving two hours later.

That evening and next day were devoted to exploring the pretty little harbour, which forms a natural circular basin with a narrow opening to the sea, guarded by a ruin on each side. Round this basin the town of Kyrenia is built, while on your right as you look towards the sea, the lofty ramparts of the old fortress frown down upon you, and immediately below them a large expanse of sea, enclosed by a reef of rocks, forms a most perfect swimming bath, the space between it and the town having been utilized for the erection of two bathing houses. This natural swimming bath is of vast extent, the water is deep and always smooth, even in the roughest weather,

and in the morning the ramparts above form a most grateful shade from the fierce rays of the sun.

The fort itself is now used as a convict prison, for which it is admirably suited. The convicts are confined four in a cell, and are well guarded by Zaptiehs, two of whom are mounted. I witnessed their parade at retreat, accompanied by the Commissioner and his wife, and after every convict had been marched to his cell, and the chief warder (I was told a trustworthy old Turk) had given the word to "unfikis" bayonets, and dismissed his Zaptiehs, we strolled round the ramparts enjoying the splendid view of the surrounding country, with its wonderful backing of lofty mountains which seemed to rise abruptly from the plain; and the not less enjoyable coolness of the evening breeze from the sea, which was in grateful contrast to the day, which had been intensely hot.

We afterwards walked round the side of the fort farthest from the town, until we came to a curious mass of rocky caves, in which Dr. B——, when exploring the Island, established the most picturesque and romantic home it is possible to conceive; a large cavern, whose open side had been partly closed by a canvas



ENTRANCE TO KYRENIA HARBOUR.

screen, formed the ante-chamber, from this a ladder led to the rocky chambers above, and many a sheltered alcove in the rocks around formed natural reading or smoking rooms. This curious rock dwelling looks on a pretty little bay, encircled by bold, richly-coloured rocks reflected on the smooth water below, and there is just sufficient level ground between these caves and the sea to form a little garden, from which steps, roughly constructed in the face of a rocky precipice, lead down to a natural bath in the bay below.

I was forcibly reminded of Robinson Crusoe, and disappointed that Friday did not put in an appearance. I could not help thinking that it would have puzzled our natural enemy the tax collector: would he have attempted to claim inhabited house duty upon it?

The following day, guided by a Zaptieh, I started for the ruins of the ancient monastery of Bella Pais. We arrived after a pleasant ride of about five miles principally through olive and carob groves; and, after some little delay before we could find the man with the key, were eventually shown over. Three sides of a cloistered quadrangle are still standing, the interior grown over with weeds and rank

vegetation. On the left, after passing a large and handsome sarcophagus (now empty), you enter the old refectory, which is still perfect, and from the lofty and well-proportioned windows of which you get a splendid view of the surrounding country. The refectory itself is finely proportioned and very lofty, and a staircase through one of the pillars leads to a pulpit above, from which, no doubt, one of the brothers used to read to the others during their meals. I next visited the chamber of the Abbot, which communicated through a gallery with the church itself. Though very fine, this ruin struck me as being of more modern construction than those generally seen in Cyprus (see illustration, p. 106).

The horses having been fed meantime, we were now quite ready to ride on to Saint Hilarion. The road calls for no particular description (though the view looking back on Bella Pais was often very fine) until we reached some wells much frequented by goatherds and their flocks. Here we struck the main road to Nicosia, and crossing it, commenced the ascent of Saint Hilarion, by a bridle path which gradually leads to the summit, by a steep but gradual ascent of about three miles, leading to the rear of the mountain top, and giving you a good general



ST. HILARION, FROM NICOSIA AND KYRENIA ROAD.

view of the interior, which appears from here as an irregular fortress, surmounting a gentle slope, protected on three sides by castellated walls, while the perpendicular cliff renders the fourth side impregnable ; but until you enter, you can hardly conceive the extent of the ground or the number of the houses, castles and gardens contained within this mountain top ; terrace rises on terrace, each containing its own courtyard, until the whole culminate in the two castles standing on a strong ridge high over all, up which you clamber at the risk of your life, and from which a magnificent view is obtained. These two castles are the only ones that are seen from Kyrenia, from which they appear as two specks standing on the very brink of a high and precipitous mountain, and looking from their dizzy height sheer down the plains below (see sketch, p. 121).

As evening began to approach, we had to hurry away from the many wonders of this extraordinary place, and the guide took me back by a short cut, which was about as rough a bit of travelling as it is possible to imagine.

After an interesting stay of three days at Kyrenia, I left for Tricomo and Famagusta. By the kindness of the Commissioner, I had

been supplied with a mounted Zaptieh as a guide, who was to be relieved half-way by a Zaptieh from Famagusta. This enabled me to send my baggage on before, and to have my tent ready for me on arrival. The first stage took me to Hyar Grosse, about twenty-eight miles, most of the route lying by the sea-shore, through the usual low bush with occasional trees, with the Carpus range of mountains running parallel to the coast. The next day we made Acathou, and found the new Zaptieh. I found my tent pitched on arrival on the level top of a high hill about two miles from the sea, with rather a pretty wood in rear. Immediately below me was the monastery, looking quite aristocratic with its red-tiled roof, among the more humble mud huts of the village beyond, while the view around was very fine.

Next day we turned inland, ascending the Carpus range, which is here somewhat lower, and following its course through the day. The riding was very rough, and the narrow track sometimes very difficult to find. We caught occasional glimpses of the sea ; at one place the sea on both sides of the Island was visible within a few paces of the same place. We did not meet a soul on the road ; hardly a living

creature crossed our path ; we might have been riding through a desert island. At last my guide appeared to be at fault ; we had expected to see Kantara below us, but there was no trace, and no distinct track anywhere. However, he went to two or three eminences, and at last caught sight of it, when we rapidly descended, and soon found ourselves in the rough shelter of a sort of khan, or native shelter for pack animals, kept by a hermit, said to live entirely on what vegetables he could raise, olives, and water. Luckily, I was not dependent on him for provisions. We only just got under shelter at Kantara in time, for the sky became overcast with black clouds, and the heaviest hailstorm came down that I ever witnessed in my life ; the hailstones were the size of marbles, while mixed with them were jagged pieces of ice the size of large walnuts. They fell with a noise like the roar of a heavy sea, and in such abundance that the ground was speedily covered with them to the depth of a couple of inches. My horse was so frightened that I could hardly keep him from breaking loose ; and when it was over we found that the leaves had been completely stripped from the mulberry and soft-leaved trees, and lay in a pulp on the ground. The

olive trees had fared better in this respect, but their fruit was all knocked off, and our friend, the hermit, had a busy time of it endeavouring to collect the undamaged ones. I now tried to persuade my Zaptieh guide to take me to a celebrated ruin, which was my principal reason for taking this route ; but nothing could persuade him to admit the existence of anything of the kind, and I was nearly giving it up, when it occurred to me that I might find the native name of it in the map, and being successful in this, I at last got him to start, although the sky still looked very threatening, and there appeared a fair chance of another hail-storm. I therefore determined to walk, and the guide and I scrambled on through the wet and broken ground, where the hail was still lying in patches, for about two miles, when at last a gigantic rock came in sight, whose summit was covered with what appeared to be the relics of a ruined castle. We had to go round three sides before we could find a way to clamber up the steep side ; and when we got inside we found it to be something of the same kind as St. Hilarion, only much smaller ; one half appeared to have been a monastery, and the other half a fortress, which must in its palmy days have been very strong indeed ;

now nothing was left but its massive walls on the solid rock ; but there was a charming view from them down a narrow neck of land on to the sea. A few drops of rain warned us to make the best of our way back ; not without getting a ducking though, for it came down pretty hard when we were about half-way, but, luckily, on getting back to Kantara, I found that the mules and baggage had arrived during my absence, and I was not sorry to find my tent pitched, and get a change of clothes, etc.

The next morning I started about 9.30, but found my English horse going tender on one foreleg. I afterwards discovered that I had been riding him over the rough and broken country with one shoe off. I speedily transferred my saddle to my spare pony, and at once commenced the descent to the plains, which lay spread out before me, my destination being Tricomo, the house of the Hon. H. C., who had lately gone into farming in partnership with an ex-Colonel of Dragoons. The descent was very abrupt, and the track execrable until we got on to the level ground, when it improved. The weather was simply perfect, after the hail of the previous night, which probably fell as heavy rain in the lower ground ; it was like a pleasant English

summer's day, and though the going was a little heavy, there was nothing to complain of, and my native pony carried me safely in about an hour and three-quarters, the distance being, I believe, about thirteen miles. We passed two villages *en route*, with their usual concomitants of barking dogs and mud huts, but the ride was most interesting to me, as it was my first visit to the rich alluvial plains, stretching, roughly speaking, from Famagusta to Nicosia, and justly celebrated under the name of the Messoarian plains as the richest land in Cyprus.

An agriculturist would perhaps have remarked on the absence of fences and the flatness of the land, which extended almost in a dead level as far as the eye could see, broken only by water courses or small ditches. Behind me was the Carpus Range, from which I had that morning descended, then a small piece of the horizon and the Troodos range, towards which I was riding, the rest of the view being completed by the sea. Between these two ranges I witnessed later on the most beautiful sunset I had ever seen.

On arrival at Tricomo, having seen my pony attended to, I made a hurried inspection of the farm, and was quite prepared to do

justice to the excellent lunch prepared for me ; after which I had intended to make some excursions in the neighbourhood, but the rain coming down in torrents kept me a prisoner in the house. During this time I had a visit from the farm bailiff, who, however, could only speak Greek, Italian, and a few words of French, so I could not get much information out of him. When he was gone I went on the balcony for fresh air, and was at once struck by the sunset I have mentioned above, which now appeared exactly in the gap between the two ranges of hills, with the tower or dome of a small temple standing up in the centre. On the right, skirting the lower part of the Carpus range, a long undulating azure cloud stood out distinctly against the dark sky above, in the very middle of the gap a bright orange sunset was crossed at intervals by lines of brilliant gold, above which a mother-of-pearl green faded into a lurid red, flecked with patches of yellow. Suddenly the orange light of the sunset caught the lower part of the Troodos range, turning it into a pale green, with rays of red light descending through it, the whole being framed by the dark evening sky above. As I looked the colours changed, the azure cloud on the Carpus range turned into a

brilliant crimson, and the rays of the setting sun caught and gilded its edges; then gradually all the colours faded away, except a bright yellow, which for nearly twenty minutes marked the place where the sun had gone down in his glory.

The next day, October 12th, I left early for Famagusta. The country was very heavy for riding, as the unmetalled tracks of Cyprus become so slippery after rain that horses can hardly keep their feet. I therefore had to proceed slowly until I struck the main road to Famagusta, finding time however to diverge a little from the route to visit the site of ancient Salamis. The ruins in every direction showed plainly where a large town had once stood near the sea, but they were so extensive that I could obtain but little information of the general plan, until I made a second visit, accompanied by the commissioner of the district, who gave me a great deal of information, and I then found the ruins most interesting.

Continuing my ride, I soon came in sight of the fort of Famagusta, and when about two miles off I noticed from the black clouds overhead that a heavy thunderstorm was coming on, and I had to ride hard to get in before it.

I rode for over a mile along what appeared to be the ramparts of a modern fortification, before I came to the drawbridge which crossed the deep and broad ditch, and as I hurriedly rode over it, and under the broad and massive archway which formed the entrance, from which I obtained my first view of the fort, I stopped, surprised at the grandeur and extent of the ruins before me ; but heavy rain coming on speedily put an end to all romance, and I was glad to find shelter for man and beast in the Zaptieh stables, formed out of the vaults of some princely palace, which had itself almost disappeared.

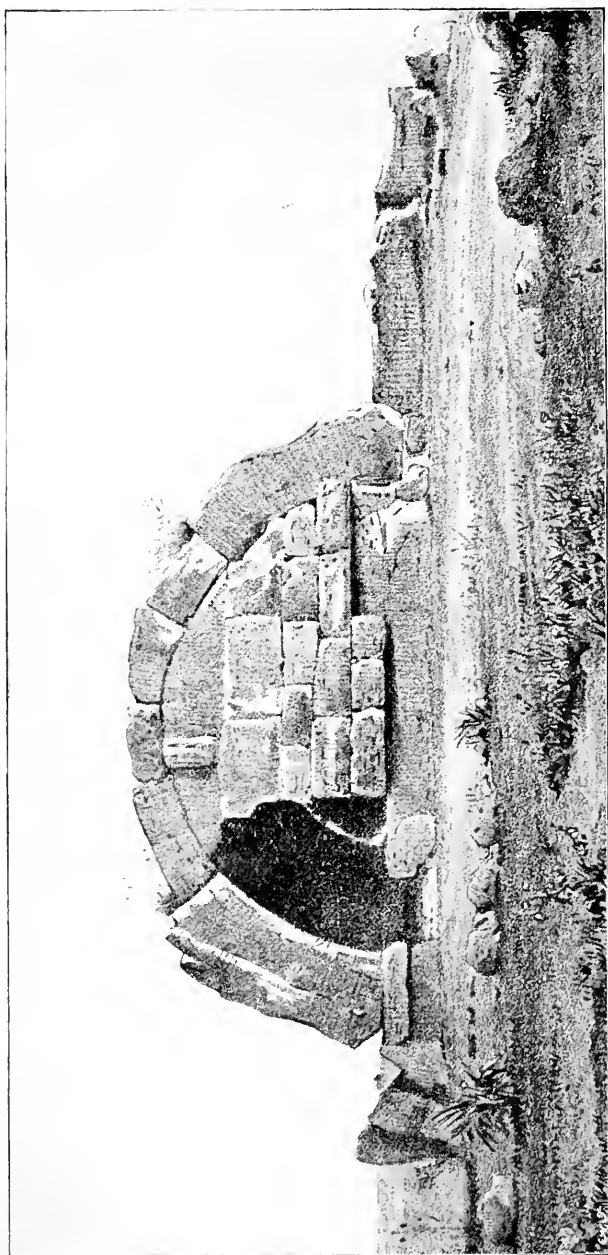
At the Zaptieh stables I ascertained that the Commissioner of the district lived at Varoshia, a pretty suburb about a mile off. I easily found my way there, and having called on the Commissioner, I was most hospitably entertained during the whole of my stay, both by him and the Commandant of Police.

I devoted the next day to a thorough exploration of the Fort, walking all round the ramparts, which I found in capital preservation. The works on the land side have all the appearance of a regular fortification, but the embrasures are empty. On the sea side they are very weak, consisting for the most part of

a very high wall, flanked by towers. A very few rounds of light artillery would knock the wall to pieces. The weakness of this side is accounted for by the fact that in the last siege it was attacked from the land side only, the Venetians, who defended it, having command of the sea. The Turks, who attacked it, after a three years siege, succeeded in getting the garrison to capitulate on honourable terms, which were not kept (see page 23).

From the sea face you look down on the harbour of Famagusta. The inner harbour formed by a natural breakwater of rocks with a narrow entrance, is only capable of holding a few small craft. But the harbour of Famagusta, about which there has been so much dissension, has partly to be imagined. If you continue with your eye the line of rocks forming the sea face of the inner harbour, you will notice—if there is any sea—a line of white water, which makes a natural reef of rocks running out for some distance. The reef, though submerged, is said to be near the surface, and an artificial breakwater could easily be built on it (see page 46).

Continuing my walk, I came to the water-gate, through which the communication with the inner harbour (which is full of native craft)



PREHISTORIC TOMB OF ST. KATHARINE.

From the *Architectural Review* of December, 1898.
(By permission)

is maintained. The winged lion of Venice still looks down from the capital of the arch, which is massively built and of great thickness. Just off this arch is a chamber, now used as a magazine, but containing also some very fine old specimens of armour. At the opposite corner of the fort are some very large subterranean chambers, in which a large proportion of the garrison could have been securely sheltered from shot and shell, while I may almost say the whole interior is filled with the ruins of churches, some of them in very fair preservation. The finest of all, St. Sophia, has been partially restored as a Turkish Mosque (see page 97), and the finest view of Famagusta and its suburbs is to be obtained from its roof. It would be impossible to describe half the ruins of churches in this most interesting old fort. In many of them some of the walls left standing are still decorated with paintings. I found a whole day among these ruins all too short. I devoted the next day to sketching in the morning, and a ride to Salamis with the Commissioner in the afternoon. The tomb of St. Catherine is one of the objects of greatest interest. Like many of the works of the earliest ages, one is surprised by the massive and enormous stones

that are used, and lost in wonder how they were moved into their places. This tomb is considered to be one of the finest specimens of the sepulchral monuments of the early ages. It is built of large blocks of stone, and one of the chambers is covered by a gigantic slab, formed from a description of stone not found in the neighbourhood. It is reported to be identical with that of a quarry in Palestine, and tradition asserts that this stone was specially brought from the Holy Land to do honour to the Saint.

An ancient bath had also been uncovered, showing the various chambers, in one of which the beautiful mosaic of the floor was still in very fair preservation, the colours being as bright as in their palmiest days. I brought away a piece of the blue stone that was used, which I believe to be lapis lazuli. A closer examination of the enamel showed that every piece had a peculiar projection, which, fitting under the next, served to keep both pieces in their places.

Salamis is also noticeable as the place where Saints Paul and Barnabas landed in Cyprus (Acts, ch. xii., v. 4, 5 and 6), from whence they proceeded to Paphos, where they

met Elymas, the sorcerer, and the false prophet, Bar-Jesus.

After a quiet Sunday, I left Famagusta early on Monday with regret, and riding my native pony to Larnaca, about twenty-six miles, I and Jack there caught the steamer back to Limasol, leaving my baggage and baggage-animals to follow by road.

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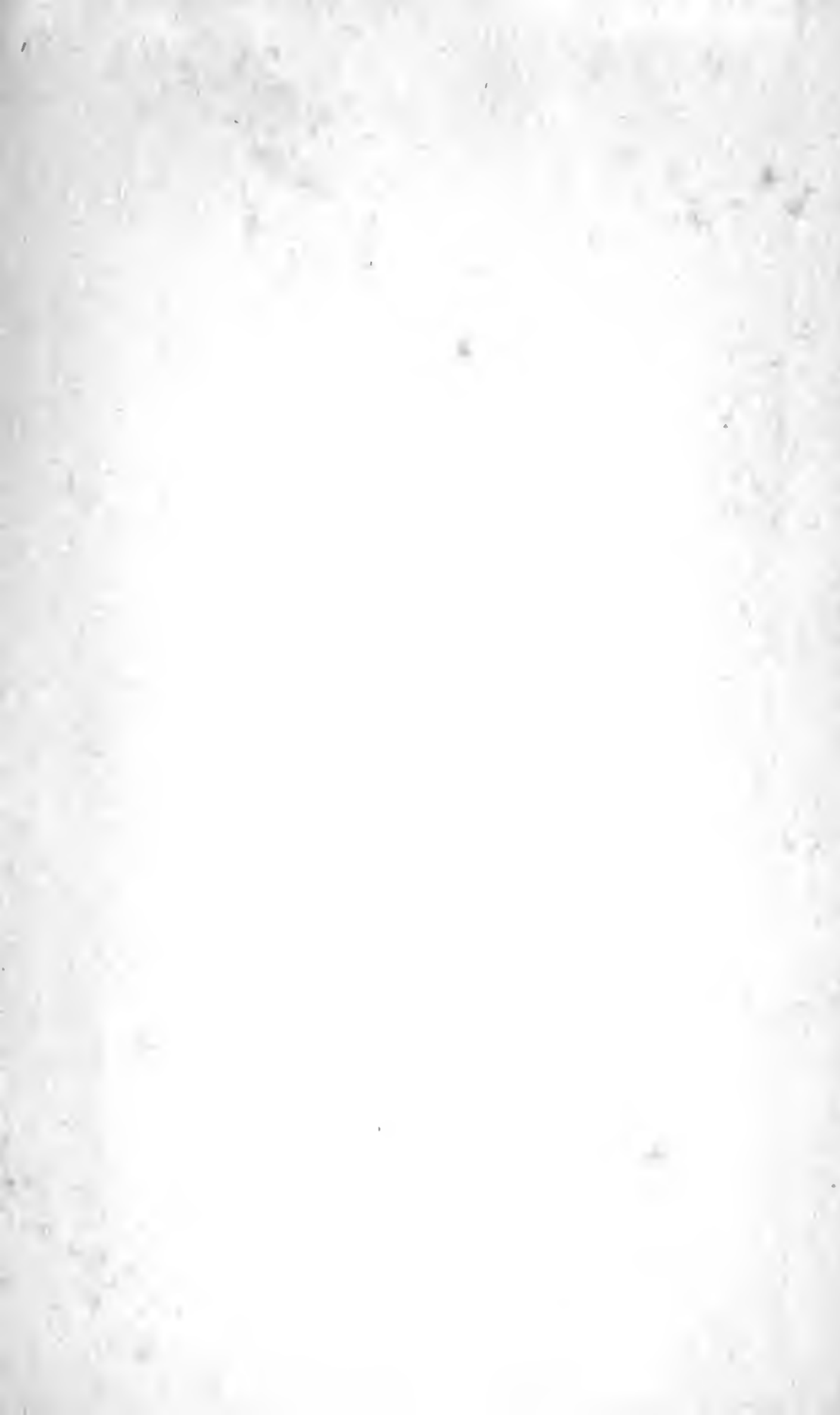
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